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Crescent Mill & Eltr. Co., flour and grain.
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Verhoeff & Co., H., receivers and shippers grain.*
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Jones & Lee D., grain & hay commission.*
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Lauer & Co., J. V., grain commission.
Mereness & Potter Co., grain commission.*
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Owen & Brother Co., grain commission.
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Stacks & Kellogg, grain merchants.
Wissbeck-Grunwald Co., grain and feed.

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Fraser-Smith Co., grain commission.
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Van Dusen-Harrington Co., grain merchants.*
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Bragg, W. G., commission, grain, hay, millfeed.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

SAGINAW, MICH.

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Zahn & Co., J. F., grain, seeds.*

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Geiger Grain Co., C. A., receivers & shippers.
Hoyt-Blanchard Grain Co., wholesale grain.
Jolley Grain Co., grain merchants.
Norton Grain Co., milling wheat a specialty.

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Bancroft-Marty Feed & Produce Co., hay & grain.

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Independent Grain Co., grain commission.
Keith Gr. Co., N. H., brokers & commission.
Kelly Bros. Gr. Co., commission & brokerage.
Kelly, Edward, wholesale grain & commission.
Woodside-Smith Gr. Co., receivers & shippers.

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Daves & Daves Grain Co., grain, hay & millfeed.
Hayes & Co., John, wholesale grain and hay.
Head Grain Co., grain, millfeed, seeds.

*Members Grain Dealers National Association.

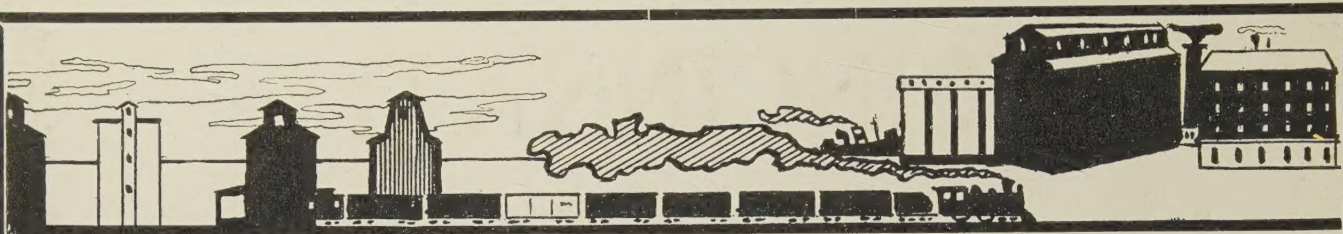
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PEORIA, ILLINOIS

RUMSEY, MOORE & CO.
GRAIN COMMISSION
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Commission Merchants
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10 Chamber of Commerce, PEORIA, ILL.

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308-310 Chamber of Commerce, BALTIMORE

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Commission Merchants
Grain Receivers and Shippers
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Established 1882
G. A. HAX & CO.
COMMISSION
Grain, Hay and Seeds
445 North Street BALTIMORE, MD.

CINCINNATI

Chamber of Commerce

¶ Cincinnati is admirably located geographically, being the chief supply point for the south and southeast—a virgin territory which is being rapidly developed.

¶ The local manufacturing and distributing interests are large, and are represented in the hay and grain exchange, consequently the local consumption is quite a feature of the market and this with the southern trade brings about a very active cash situation.

¶ Shippers of hay and grain to this market are fully protected as their shipments are inspected and weighed by the Chamber of Commerce through its disinterested employees.

*For best possible results ship
to any of the following firms:*

Allen & Munson—Grain, Hay, Flour
Bender, A.—Grain Brokerage and Com'n
Blumenthal, Max — Grain Consignments;
Barley a Specialty
Brown & Co., W. L.—Consignments
Cincinnati Grain Co.—Com'n Merchants
Collins & Co.—Exclusively Commission
Ellis & Fleming—Grain and Hay
Emerick, C. H., Co., The—Grain and Hay
Ferber Grain Co., The—Grain, Hay, Feed
Fitzgerald Bros. Co., The—Strictly Com'n
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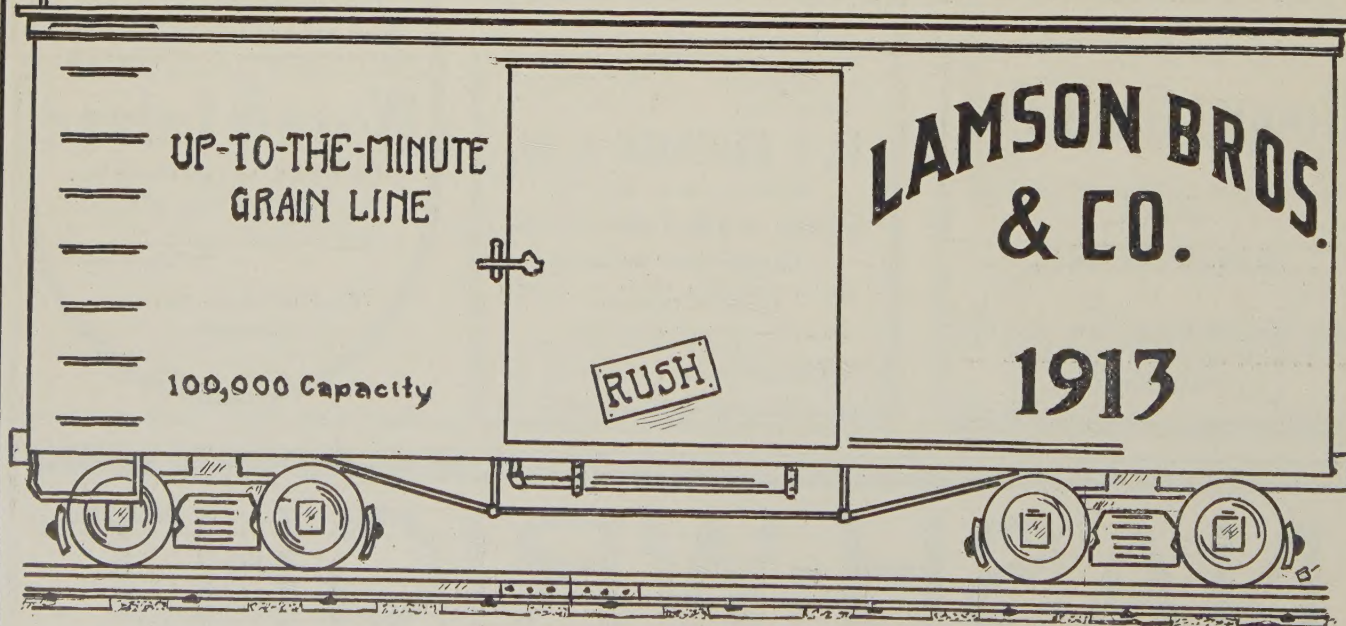
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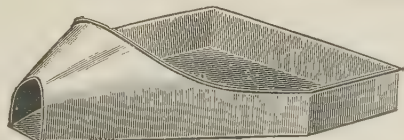
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Made of Aluminum, strong, light and well made
Will not Rust or Tarnish

Grain Size, 2½x12x16½" \$1.50

Seed Size, 1½x9x11" \$1.25

GRAIN DEALERS JOURNAL,

La Salle Street, CHICAGO

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Sound Yellow Ear Corn

Official Weights and Inspection. Prompt returns.
We don't work on shippers capital. Write us.

MERCHANTS HAY & GRAIN CO.
INDIANAPOLIS, IND.

RECEIVERS, SHIPPERS AND BROKERS

McCRAE, MORRISON & COMPANY Shippers of Corn and Oats WHOLESALE GRAIN DEALERS

When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.

None are more able to give you this than we.
Correspondence Solicited. KENTLAND, INDIANA

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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
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CRABBS REYNOLDS TAYLOR CO.

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Sample wheat, barley, screenings, oat-feed, malt sprouts, etc., specialties.

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Wholesale Grain and Commission Merchant

In the heart of the Kansas turkey wheat and Kafir corn district.
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Your Orders Solicited

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WHEN "SEEDY"

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C. A. KING & CO.

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Wholesale Grain
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"STOCKBRIDGE SERVICE SATISFIES"

BUYERS AND SHIPPERS OF

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Stockbridge Elevator Co.
JACKSON, MICH.

BARRY GRAIN CO., Inc. ALBANY, N. Y. GRAIN COMMISSION

Chicken wheat a specialty. Quote us, and send samples of all off-grade grains you have to offer. We want new corn and oat offerings direct from country shippers.

W. W. WILLIS, Broker

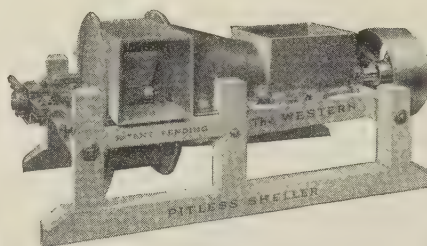
Will handle your accounts on usual brokerage terms.

CENTRAL WEST VIRGINIA TERRITORY
Wire me your offerings on Grain, Hay, Straw and Mill Feeds. Straight and mixed car lots.
Correspondence Solicited.
Lowndes Bldg., Clarksburg, W. Va.

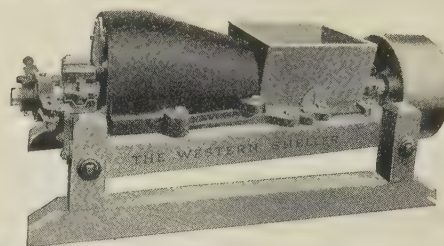
Read the Advertising pages.
They contain many stories of interest.
The Grain Dealers Journal presents only reputable concerns.



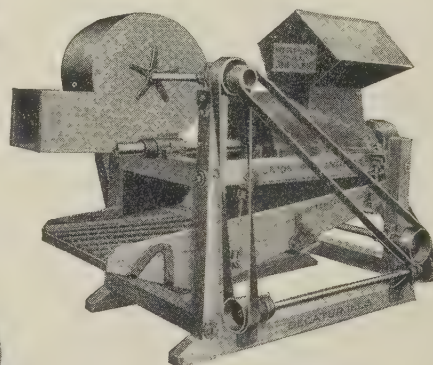
"Western" Rolling Screen Cleaner



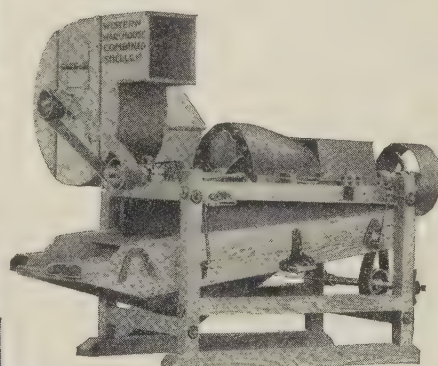
"Western" Pitless Sheller



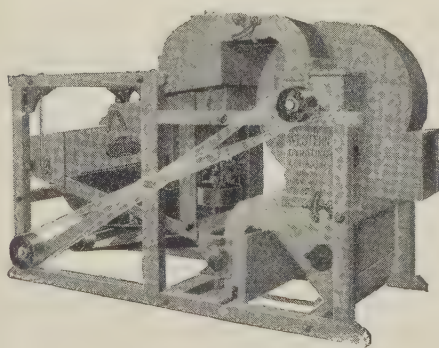
"Western" Sheller



"Western" Mill Sheller



"Western" Warehouse Combined Sheller



"Western" Gyrating Cleaner

There is one satisfaction when you install "Western" line machinery in your elevator, and that is—

No matter for what purpose you install the machine, that it is the best machine offered for a complete satisfaction of that purpose. "Western" machinery is the incorporation of over forty years of study and experience in the manufacture of elevator machinery for an utmost solution of every grain handling problem.

A "Western" machine for every grain man's need, and every grain man needs a "Western" machine.

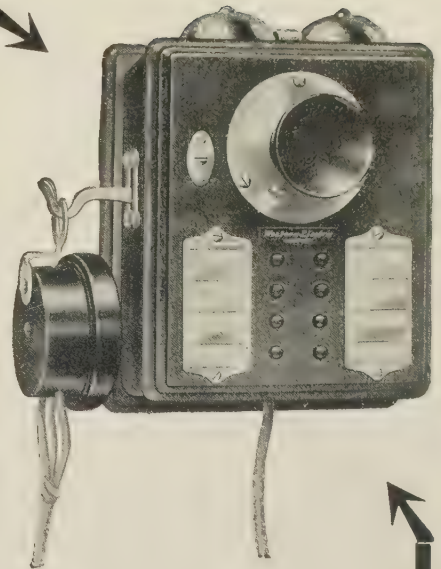
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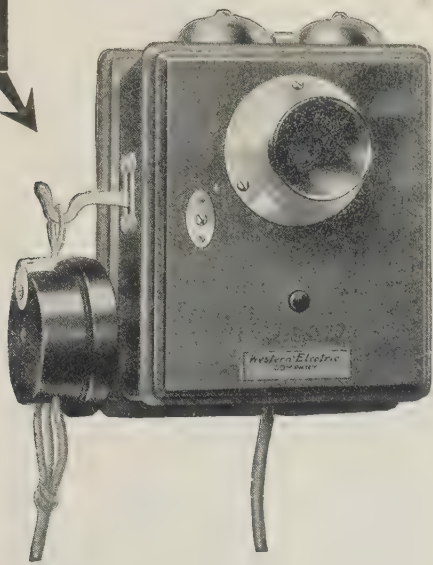
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Don't Walk! Talk!

Making messenger boys
of yourself and your
subordinates results
in a direct money loss.



Western Electric Inter-phones



installed in your elevators,
warehouses and offices en-
able you to transact all
your internal affairs from
your desk without delay.

There is some Inter-phone sys-
tem to meet your requirements
—whatever they may be.

*Let our Dept. 46-K tell you
more about them.*

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Manufacturers of the 6,000,000 "Bell" Telephones

"SAVE TIME AND FREIGHT"



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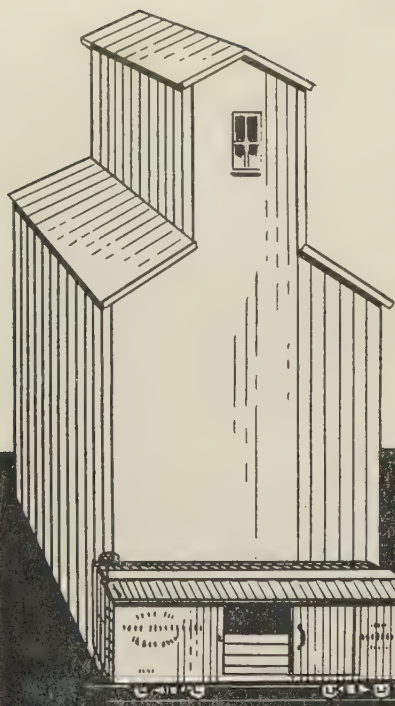
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EQUIPMENT FOR EVERY ELECTRICAL NEED

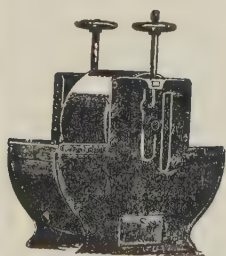
"TELEPHONE OUR NEAREST HOUSE"



Everything for the elevator

CAST IRON BOOTS

Adjustable, All Sizes

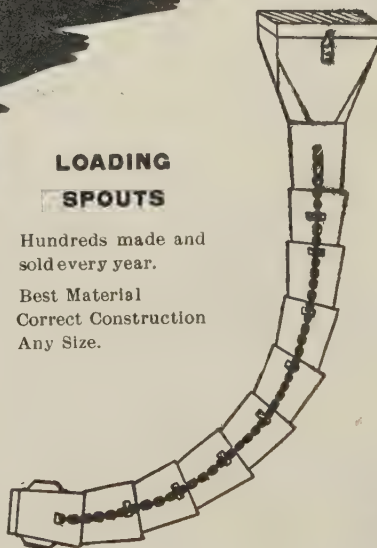


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DISTRIBUTING SPOUTS
INDICATOR STANDS
SPIRAL STEEL CONVEYORS
CONTROLLABLE WAGON DUMPS
PLAIN DUMP IRONS
EAR CORN FEEDERS
FEED MILLS
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LOADING SPOUTS

Hundreds made and sold every year.

Best Material
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 Any Size.



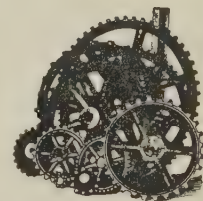
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Cast Iron,
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SPROCKET WHEELS

Plain
 Split or with
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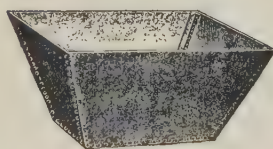


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SPROCKET CHAIN

All Sizes



BOOT PANS

All Sizes



COMPLETE LINE OF BEARINGS

Plain and Self-Oiling.



RUBBER and LEATHER BELTING.

Our Seamless Rubber Belting is the best for elevator service and is guaranteed.

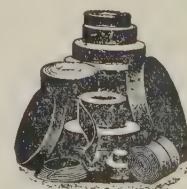


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Both HOWE and CHAMPION carried in stock.



WAGON HOPPER and DUMP SCALES



Gasoline Engines - Automatic Scales - Corn Shellers - Cleaners

Let us send our Handy Net Price Catalog. Special Prices on Complete Elevator Equipment.

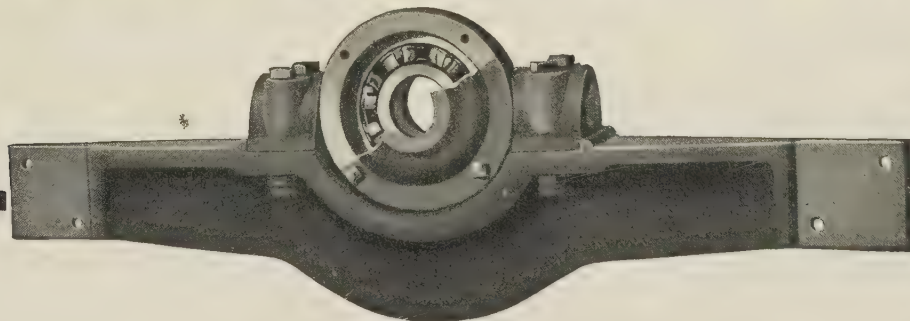
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LARGEST STOCK
LOWEST PRICES

American Supply Co.
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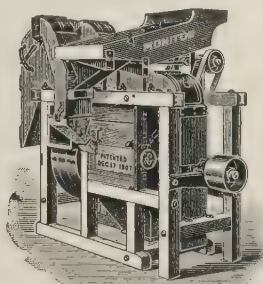
Grain Elevator Machinery and Supplies.

"MONITOR" Ball Bearings



The Utmost In Power Saving

Oat Clippers

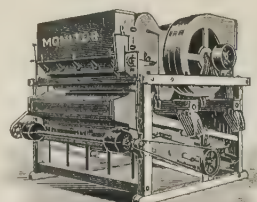


The utmost reduction in power is ensured every user of "Monitor" Ball Bearings. They are easily the *most practical*, the *simplest in design*, the *most effective* in actual service, the *most substantial* and the *most durable* of any grain cleaning machine ball bearing to date. They are at once *different* and *superior* and—are *sensitively self-aligning* in every sense of the word. Illustration is from a small size oat clipper bridgetree—bearings for our 90 odd styles of separators have the same exclusive "Monitor" features. Until you have investigated "Monitor" Ball Bearings you *are not* fully posted on modern bearing equipment for grain cleaners or oat clippers.

Send for Catalog No. 45.

HUNTLEY MFG. CO., Silver Creek, N. Y.

Grain Cleaners



Moline Steel Packer

A packer that will do the heaviest work and stand any strain.

Built entirely of iron and steel.

The ring oiling bearings are contained in a heavy iron frame.

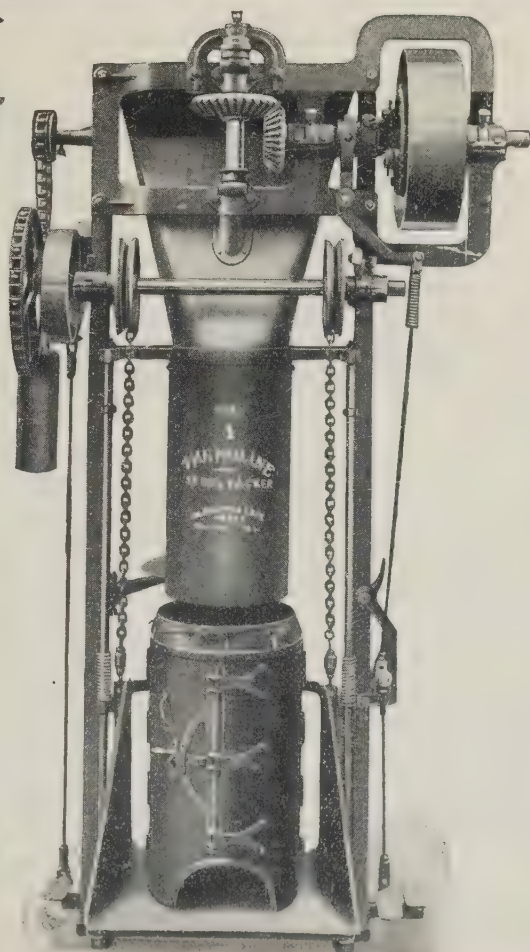
The driving clutch is of the double expansion type, making a very powerful drive and one that releases instantly and with certainty.

The carriage is of the open type and the levers are reversible so that the machine can be operated either from the front or rear. Give it a trial.

BARNARD & LEAS MFG. CO.

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MILL FURNISHERS**

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



"NESTOR" FOR ELEVATORS

Such is the title of a Booklet which will show you how this

SOLID WOVEN WATERPROOF BELTING

can save you money by increasing the efficiency of your elevator.

When you write for sample and price list, kindly mention this paper.

The American Fabric Belting Co.
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MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.

ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.
GET OUR PRICES.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS,
SHELLERS and MILLS CONVEYORS
and ELEVATORS, CHAIN BELT and
SPROCKET WHEELS, OAT MEAL and
PEARLED BARLEY MACHINERY,
HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
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50% Superior Construction

— PLUS —

50% Superior Quality

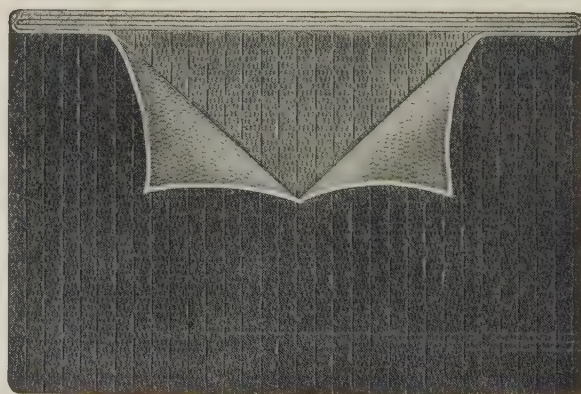
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100% Superior Efficiency

That's the way it will work out if you will discard rubber belting (which deteriorates whether in or out of service) and try our

"REXALL" DOUBLE-STITCHED BELTING

A scientifically constructed belt for GRAIN ELEVATING and CONVEYING



1. The plies cannot separate
2. The edges will not ravel
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4. Double the life of rubber belting

There's a good reason WHY in each case—Let us send a sample and explain before you buy.

Imperial Belting Co.

Everything in Belting
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GRAIN ELEVATOR BUILDERS

You can get
A MODERN ELEVATOR
for the asking
W. H. CRAMER, St. Paul, Nebr.

G. H. Birchard
CONTRACTOR OF **Grain Elevators.**
Especially Designed for Economy
of Operation and Maintenance
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W. H. WENHOLZ
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Write for plans and specifications 214 S. 4th St., Springfield, Ill.
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GRAIN ELEVATORS
Any Size or Capacity
627 Board of Trade Bldg., Indianapolis, Ind.

DO YOU WANT?
a modern and up-to-date
elevator? Then write to
J. A. H. Whaley, Sedalia, Mo.
"Builder of Modern Elevators"
Plans and Estimates on request.

STEEL GRAIN TANKS
We are pioneers in this line and are building
tanks in the good old fashioned way. Joints
caulked and guaranteed water, weather and
bug proof. Long experience has demonstrated
the necessity of high grade workmanship to
make steel storage a success. We do it.
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Plans submitted. Correspondence solicited.
Offices at
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Designers and Builders of
GRAIN ELEVATORS
And Coal Handling Plants,
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Our aim is to give good satisfaction,
and the best for the money.
Let us build your next elevator and make
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are always right.
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Is designed for agents of line companies, to
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This book is 12x12, contains 225 pages and
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Each page has duplicate printing for col-
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covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
La Salle St., CHICAGO, ILL.

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Then use formal written orders, and get them—

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The keeping of a duplicate copy of each order for cars
filed with railroad agents, hastens the bringing of cars,
establishes the most forceful evidence in collecting claims
for losses due to delay in furnishing cars, and encourages
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advising use of the car order blank. You need them.

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out and sent to carrier's agent, and a carbon copy be
retained in book. Fifty orders and fifty duplicates in each
book. Price, 50 cents.

Grain Dealers Journal

315 S. LA SALLE ST., CHICAGO, ILL.

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"They build ELEVATORS"

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"Ask the Man who owns one."

Plans and Estimates not a Specialty, but a Reputation.

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**Reinforced Concrete Grain Elevator, Feed
Mill and Warehouse, built in 1910 for
Buffalo Cereal Co., at Buffalo, N. Y.**



**Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
lump-sum price for the complete work.**

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Want a New Elevator?

**Then,
Start Now**

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Start Right

by getting it designed by a reliable Elevator Engineer

Let the Contract

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Spend a Few Dollars

when building and save hundreds in operation, insurance
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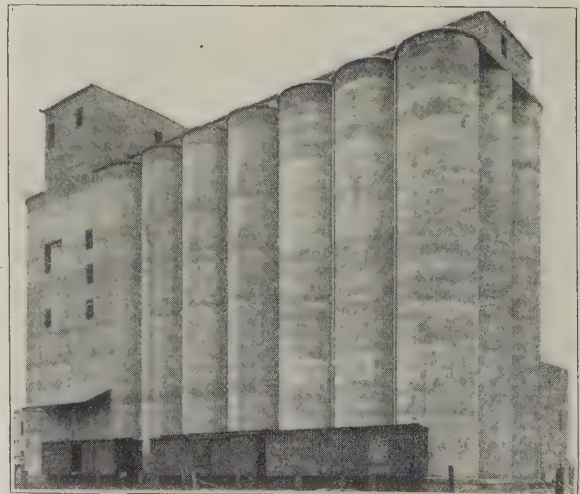
ACCOUNT BOOKS, SCALE TICKETS, GRAIN
TABLES, SHIPPING BOOKS, CIFER CODES,
GAS ENGINE BOOKS, ETC. Tell your wants to

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From a corncrib to a terminal elevator

A wide scope, yes, but investigation, inspection and experience will verify that every corncrib, country elevator, warehouse, cleaning, transfer or terminal elevator we do build is all that is desired in elevator construction.

The fact that we are now able to produce in concrete any type of an elevator should warrant investigation from those grain men intending to build elevators. Investigation is all we ask. Write.



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A Reliance Owner

"a successful grain man"



The owner of a Reliance elevator handles grain on a bigger margin, because his operating expenses are lower.

Reliance Construction Co.
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Indianapolis :: Indiana



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A North Dakotagrain company had us build this 30,000 bushel steel elevator for them after they had had several disastrous fires.

It paid them to do it. It will pay you to investigate our facilities for building steel elevators like this one. We know the business.

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Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO



St. Lawrence Flour Mills Co., Limited.
Montreal, Quebec

This very complete plant recently constructed by

The Barnett & Record Company

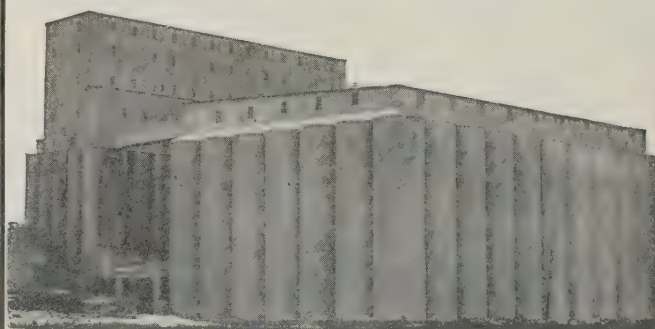
Minneapolis - Minnesota
Fort William - Ontario
Duluth - Minnesota

Write us for designs and estimates.

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 8,500,000 Bushels.

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W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.
Write or call on any of them

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The Improved KELLY-DUPLEX MILL

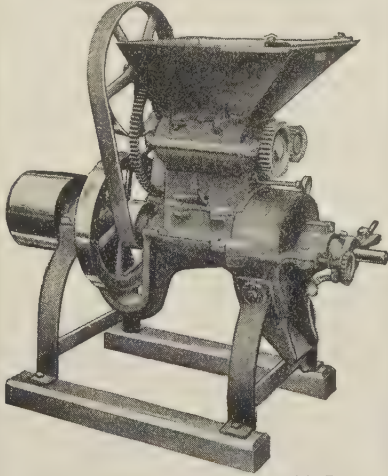
For grinding Ear Corn and Cob, with or without husks; Kaffir Corn and all kinds of small grain.

Positive FORCE Feed

Wide and strong bearings, absolute alignment and uniform product. Double or Duplex Burrs. Perfect Regulation.

No end thrust on main shaft. Well made, nicely finished, a real mill.

Especially Adapted to Gasoline Engines



Made in four sizes, $3\frac{1}{2}$ to 20 H. P. A high class mill at a moderate price. Furnished with bagger if desired.

**THE DUPLEX MILL & MFG. CO.,
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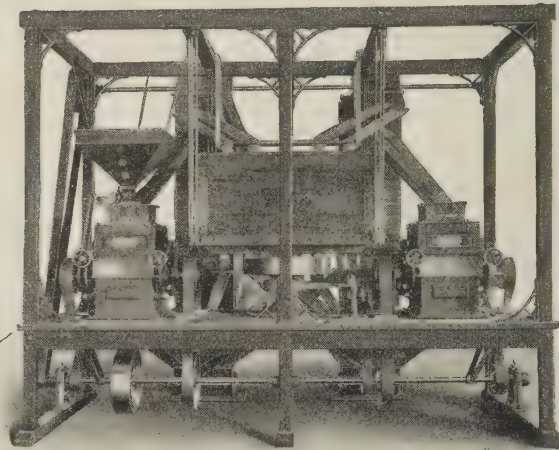
**This space
is yours**

If you are the first to apply for it

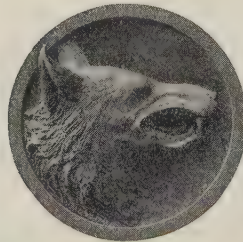
Milwaukee Bags



Our "Aurora A" is a full size 2 bu. 16. oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We make all sizes of Jute Grain Bags—write for prices. Why not "Hindoo" Jute Twine for tying? Milwaukee Bag Co., Milwaukee, Wis.



WOLF Self-Contained PORTABLE MILL

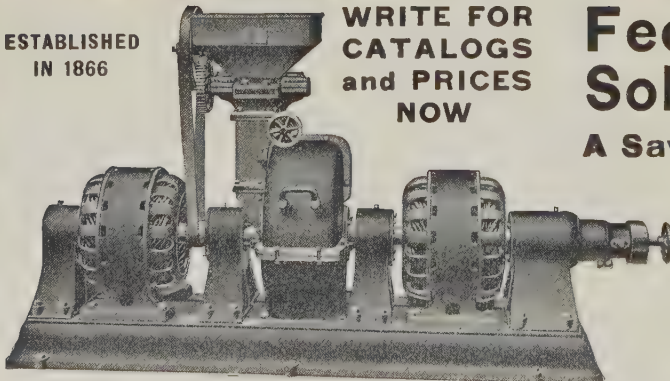


A small flour mill for the grain dealer and elevator owner. Portable, practical and will make from 15 to 35 barrels of good flour per day. Ask about it.

**THE WOLF COMPANY
CHAMBERSBURG, PA.**

"Monarch" Ball Bearing

ESTABLISHED
IN 1866



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NOW

**Feed Grinders will always
Solve All Your Troubles.**

A Saving of from 35% to 60% in Power.

**Don't Forget!
ELECTRICALLY**

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

"Monarch" Ball Bearing Direct Motor Driven Attrition Mill
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

SPROUT, WALDRON & CO., MUNCY, PA.

THE MILL BUILDERS, P. O. BOX 260

WESTERN OFFICE: 53 W. Jackson Blvd., CHICAGO

BRANCH OFFICE } 613 McKay Bldg.
PORTLAND OREGON



Where they all will stop

Hotel English

Monument Place, Indianapolis
"The grain man's home"

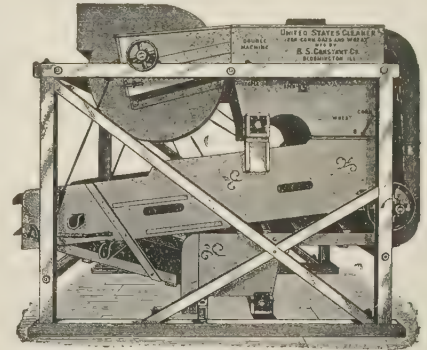
Midwinter Meeting
Indiana Grain Dealers
Association

January 21 and 22, 1913

Early reservations assure satisfaction

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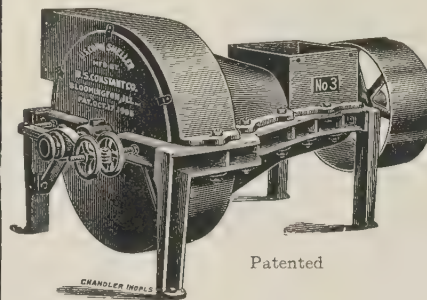
Stating
capacity
per hour
you wish
to shell
and we
will quote
price



On U. S. Corn Sheller and
On U. S. Grain Cleaner and
On U. S. Friction Clutches

giving full descriptions and information

which will
be of great
value to
you now
and later.



Patented

Yours for
a lucky
1913.

B. S. Constant Co., BLOOMINGTON, ILLINOIS

"IRONITE"

THE GUARANTEED WATERPROOFING

Was used in the waterproofing and preserving the concrete and cement walls and surfaces in this elevator.

All inside floor surfaces should be made Sanitary, Dustless, Wearproof and Waterproof by the use of IRONITE. It is applied after the cement has set and cannot retard the cement action. Impossible to scale it off. Is an absolute resistant to dampness at any pressure.

WRITE US NOW.

Chicago Ironite Waterproofing Co.

DAMP-PROOFING, WATERPROOFING, FLOORING
118 N. La Salle St. ENGINEERS AND CONTRACTORS

CHICAGO



KENTUCKY PUBLIC ELEVATOR, LOUISVILLE, KY.

RAILROAD CLAIMS BOOK

This book is designed to facilitate the making of Claims against railroads and keeping a complete record of them. Contains five forms in duplicate arranged so a carbon copy can be kept of each claim, as follows:

- 60—Form A. Loss of weight in transit.
- 10—Form B. Loss in market value due to delay.
- 10—Form C. Loss in quality due to delay in transit.
- 10—Form D. Loss in market value due to delay in furnishing cars.
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This book will save its price many times over by economizing time and labor, and insuring an accurate and complete record. Form 411-5 Price \$1.25.

GRAIN DEALERS JOURNAL,

315 So. La Salle St., CHICAGO, ILL.

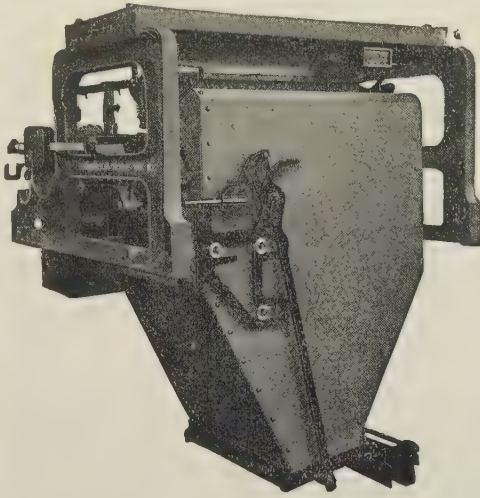
Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

Grain Dealers Journal

CHICAGO - ILLINOIS

A New Year Resolution



"WE will equip all our elevators with Richardson Equipoise Automatic Scales, and so always keep an accurate check on all the grain we ship."

Cut this out—sign your name to it and send it to us—then we'll do the rest.

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209 S. State Street, CHICAGO

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New York.

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Kansas City, Mo.

Box 305,
Omaha, Neb.

413 Third St. So.
Minneapolis

Box 694
Dallas, Tex.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

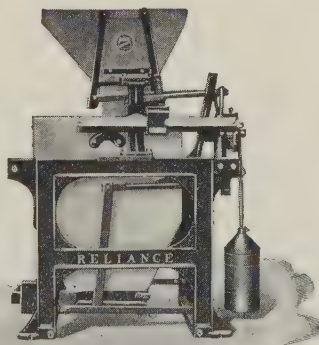
Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

Investigate.

Write for Catalogue.

National Automatic Scale Co.

Bloomington, Illinois

Power Equipment Co.,
Minneapolis, Minn.,
Northwestern Agents.

Orr-Nowell Co.
Cedar Rapids, Iowa,
Iowa, Agents

The Gerber Patent Flexible Chain Telescope Car Loading Spout



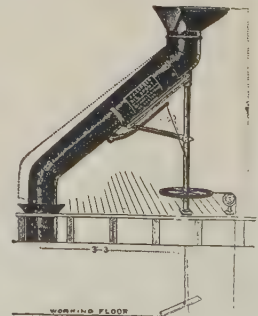
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

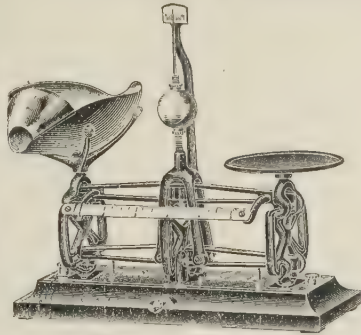
FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought }
Form 385 Record of Car Loads Shipped } PRICE, \$3.00
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

Torsion Balance Grain Test Scale



Designed according to suggestions of the U. S. Government for the determination of moisture in grain, according to Bulletin No. 99, Bureau of Plant Industry, entitled "A Quick Method for the Determination of Moisture in Grain."

Slide beam to 5 grammes by 1/20 gramme, Special Scoop; arrest.

Write for Catalogue.

The Torsion Balance Company

FACTORY:

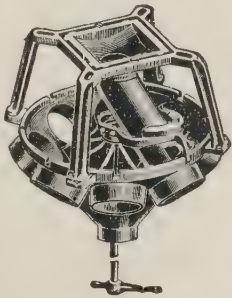
147-9 Eighth St., Jersey City, N. J.

OFFICE:

92 Reade St., New York, N. Y.

HALL SPECIAL Elevator Leg

elevates more grain than any other, without mixing or choking. It operates without attention. All the mechanical elements are proportioned scientifically. It costs less to install, operate or maintain.

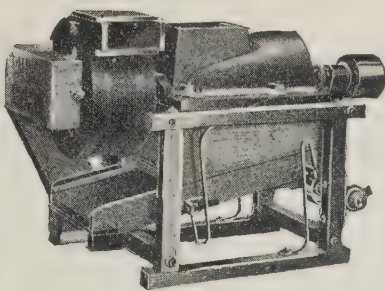


HALL SIGNALING DISTRIBUTOR

This simple device, with only two moving pieces (spout and latch), not only guarantees durability and economy of maintenance, but its accuracy in operation, its automatic signal, its positiveness insure the handling of grain with such great saving and economy that its supremacy is unquestioned.

HALL DISTRIBUTOR CO.

222 Ramge Bldg., Omaha, Nebr.



One Big Thing

about "N & M. Co." Elevator equipment is its absolutely reliable service. You can depend upon it at all times. Write us about any new equipment you need. Our suggestions or advice can probably put you on the road to much greater efficiency.

NORDYKE & MARMON CO.

America's Leading Mill Builders

INDIANAPOLIS, IND.

Est. 1851

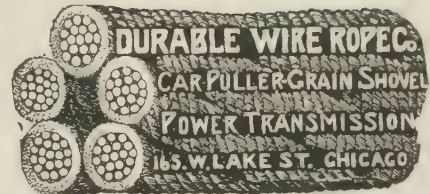
SIXTY YEARS OF SUCCESSFUL MANUFACTURING

COAL SALES BOOK

Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$1.75. For sale by GRAIN DEALERS JOURNAL, 255 La Salle Street, Chicago.



DURABLE WIRE ROPE

CAR PULLER-GRAIN SHOVEL

POWER TRANSMISSION

165 W. LAKE ST. CHICAGO

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



CYCLONE BLOW PIPE CO

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

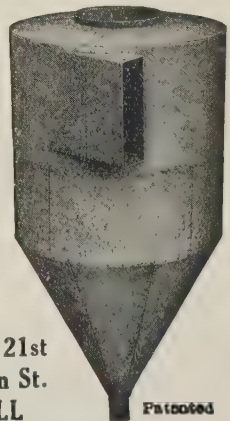
Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

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St., cor. Morgan St.

CHICAGO, ILL.



Patented

An Evolution In Dust Collecting Economy

The "OLD CYCLONE" served its purpose as an important factor in Dust Collector Evolution

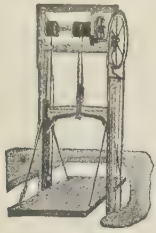


The Problem was to Eliminate the Loss of Half the Power, or Volume of Air Current.

The New "1905" Cyclone Dust Collector Saves That Loss

The Knickerbocker Co. JACKSON, MICH.

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NEW ERA MANLIFT

Users consider our "New Era" Manlifts to be the best—always reliable. We make

**HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.**

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio
Mention this paper.

**Double
Safety
Man-Lift**

All steel
Same Price
Weighs Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
BRADLEY, ILL.

**BOWSHER**

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and **GRIND** all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING
(Our circular tells why)

Handy to Operate. Ten sizes
2 to 25 Horsepower.

FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.
South Bend : : Indiana

FEED MILLS**A SATISFIED CUSTOMER**

He says so himself, and he ought to know. The reasons are plain, it is because

The Boss Car Loader

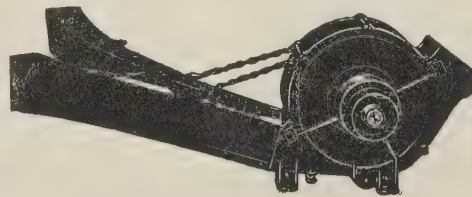
is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

Dept. 3. MAROA, ILL.

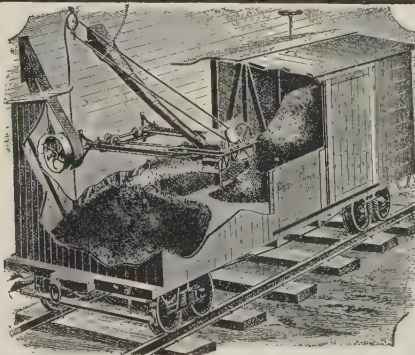
MAROA MFG. CO., Maroa, Ill. Peru, Neb. Aug. 17, 1912.
DEAR SIR:—I have to say the car loader has done well, all I could expect of it. Enclosed you will find bank draft for the loader and a satisfied customer. Respectfully yours,
GEO. K. PETIT.

**SPECIAL**

Flexible Loading Spouts with nicked Chain Connections, 6"x8 ft. 8"x8 Head. \$5.50 Cash.

Other Sizes at Equal Prices. Write for Special Prices on C. I. Boots, Sprockets, Chain, Distributing Spouts, Wagon Dumps, Belting, Buckets, Shafting, Bearings.

Murphy Mfg. Co.
Kansas City, Mo.

**9,000 BUSHELS PER HOUR**

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

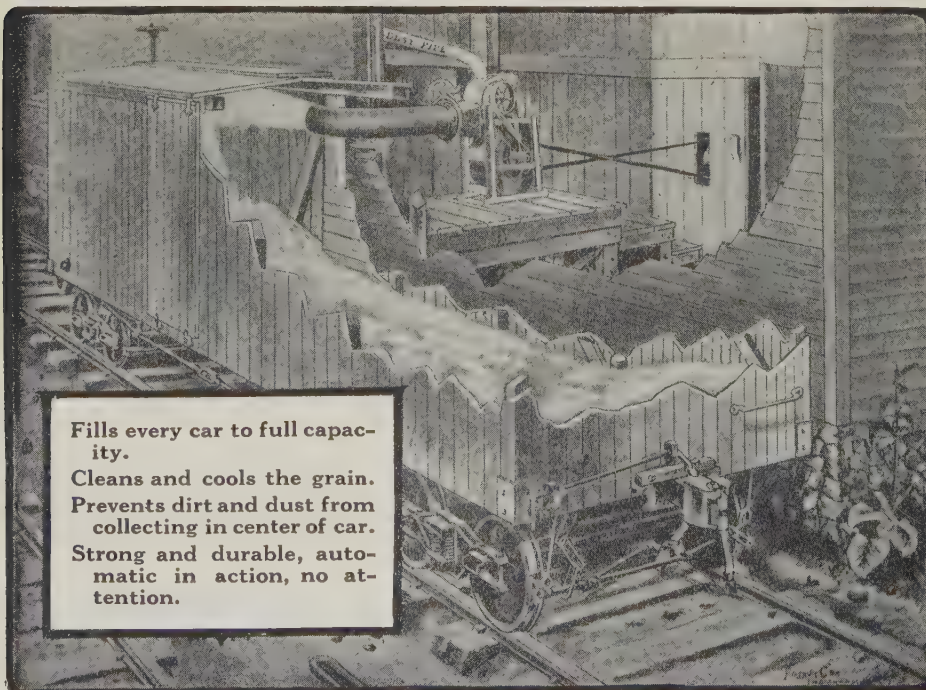
Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.

Encourage ADVERTISING

by your attention—the benefits are yours. Mention The

Grain Dealers Journal



Fills every car to full capacity.

Cleans and cools the grain. Prevents dirt and dust from collecting in center of car.

Strong and durable, automatic in action, no attention.

**This
Man Knows**

Why you should install a

**PNEUMATIC
CAR LOADER**

Sylvan Grove, Kan., Aug. 2, 1912.
Mattoon Grain Conveyor Co.

Gentlemen:—The machine does the work in first class condition. It is all that we could ask for. It loads the large cars to their full capacity, without a bit of shoveling. We are very well pleased with the work this machine does. If at any time you wish to use our name we would be pleased to give anyone a recommendation on this machine. Enclosed find bank draft for the machine.

Yours truly,
Farmers Elevator Co.
S. Frey, Mgr.

Write for further reasons

MATTOON
GRAIN CONVEYOR CO.

MATTOON, ILL.

INVESTIGATIONS

SYSTEMS

JOHN F. SCHLIMME

Accountant-Auditor

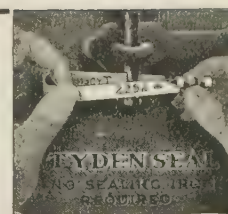
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Flour Exchange Building
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Solicited

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Seals
Prevent
Losses and
Claims.**



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers.

Write for samples.

International Seal & Lock Co.
Hastings, Mich.
Chicago Office, 617 Railway Exchange.

The Automatic Dump Controller



This machine can be attached to old or new drop dump, with but small expense.

Absolutely automatic, out of the sink, and requires no attention. Has control of the dump from the time the trigger is pulled until it settles entirely down.

Its using oil for a cushion makes it self lubricating.

There are hundreds in use over the entire grain section.

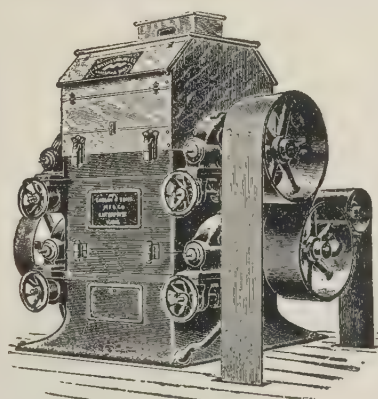
Our list of testimonials, and numerous duplicate orders is conclusive evidence of their value.

Satisfaction guaranteed.

For descriptive circular and list of users, write

L. J. McMILLIN
Board of Trade Bldg. Indianapolis, Ind.

If Your Business
isn't worth advertising
advertise it for sale.



THE EHR SAM

Big Capacity Corn and Feed Mill

Is the best and biggest paying investment every grain man can make.

The EHR SAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

You know of the results and profits derived through the operation of a feed mill in connection with your elevator. Now let us tell you about the benefits obtained through use of the EHR SAM. Write.

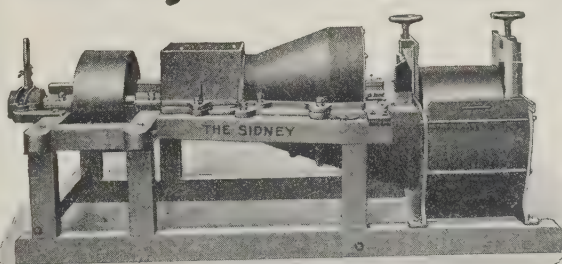
THE J. B. EHR SAM & SONS MFG. CO.
2 Factory Street, Enterprise, Kansas
"Send us your rolls."

WUD U SELL OUT?

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Grain Dealers Journal, La Salle St., Chicago

Sidney Corn Sheller and Elevator Boot Combined



A NEW PITLESS SHELLER

Not an Experiment, but a Proven Success

Liberal, Mo., Oct. 10, 1912.

Gentlemen:

The Combined Shellers and Boots that we have installed in the last year in our Irwin and Liberal elevators have given us very good satisfaction and we have no cause for complaint.

Yours truly,
LIPSCOMB GRAIN & SEED CO.
By Luther Lipscomb.

THE PHILIP SMITH MFG. CO., SIDNEY, OHIO

MANUFACTURERS OF

Sidney Shellers and Cleaners, Grain Elevating and Conveying Machinery

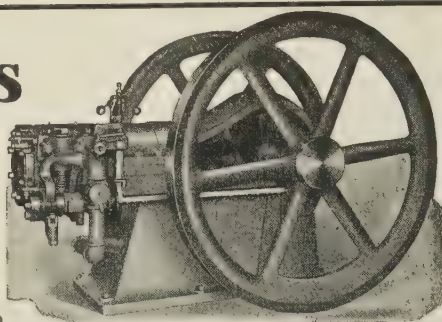
Write for our Complete Catalog

A COMPLETE STOCK OF SHELLERS AND REPAIRS CARRIED AT ENTERPRISE, KAN.

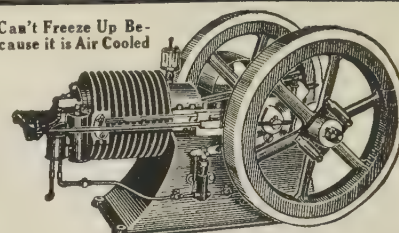
"NEW ERA" GAS AND GASOLINE ENGINES

are of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from 8 to 75 H. P.

THE NEW ERA GAS ENGINE CO.
86 Jefferson St., PORTSMOUTH, O.
formerly of Dayton O



Can't Freeze Up Because it is Air Cooled



Sizes 1 1/2 to 12 H. P.

We have a very attractive proposition to make owners of Elevators regarding the GADE AIR COOLER. The GADE is so simple, economic and reliable that you cannot afford to be without it. Always ready winter or summer. No delays by break-downs or freeze-ups. Get Our Special Proposition at Once.
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa



A "Wizard" Magneto

Saves Continuous battery replacing expense.
Saves time, worry and costly break-downs.
Never-varying power saves the elevator.

There is but one cost to the "Wizard"—the first.

Write for Catalog GD

Hercules Electric Company
Indianapolis, Ind.

A ten dollar bill

the cost of a Make and Break Spark or \$11, the price of a 1 or 2 cyl. Jump Spark Magneto

will rid you of ignition trouble and expense. Magnetos have surpassed the battery or the dynamo and The **Comet** has surpassed all other Magnetos. That's why you want the Comet.

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**HENRICKS
NOVELTY CO.**
1243 St. Paul Street
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The
COMET
30 Days
Free Trial



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in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

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Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

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Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

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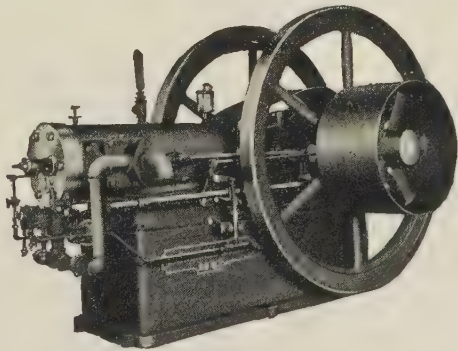
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YOUR NAME in gilt letters stamped on front cover on any of the above books for 25 cents extra.

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La Salle Street, Chicago, Ill.

Fairbanks-Morse Oil Engines



More Power

Half the Cost

Operate on Kerosene, Gasoline or Low Grade Distillates
at all loads. 2 to 200 H. P.

Write for Catalog No. 550XN, stating power required.

Fairbanks, Morse & Co.

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Chicago, Illinois

Fairbanks Scales, Oil and Gasoline Engines, Pumps, Water Systems,
Electric Light Plants, Electric Motors, Wind Mills, Feed Grinders

TONS to Dollars and Cents

Shows at a glance the cost of any number of
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GRAIN DEALERS JOURNAL,

La Salle St., CHICAGO, ILL.

Simple Deduction—

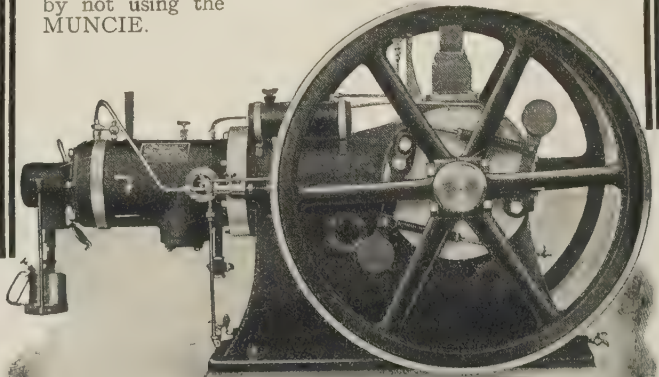
Why you should install an OIL ENGINE, and
Why that oil engine should be a "MUNCIE"

First, the MUNCIE operates on the cheapest Fuel Oils
known, also operating on Crude, Solar, and Gas Oils,
Kerosene, Distillate and Naphtha without any change in
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No batteries to replace, no magnetos or dynamos to re-
pair. Fewest working parts of any engine.

Built for hardest kind of service, ample surplus of power,
and utmost engine efficiency.

The above, and further explanation by writing for our
catalog, ought to convince you that you are losing money
by not using the
MUNCIE.



Write

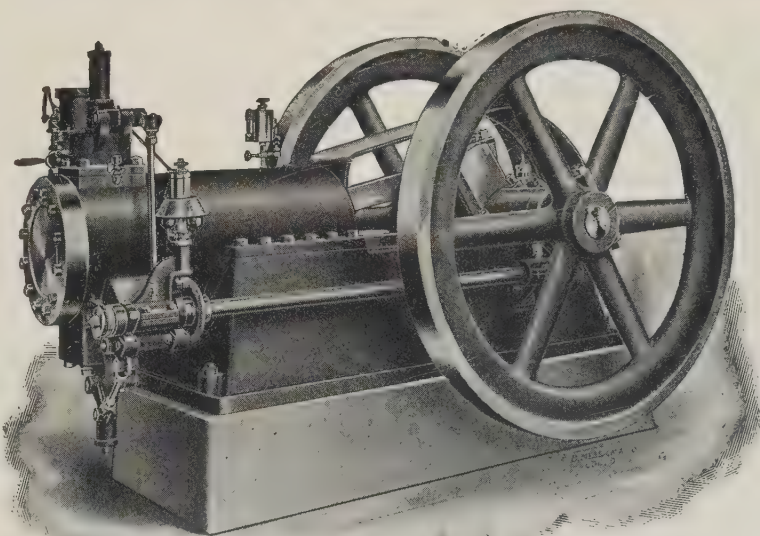
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54 Ohio, Cor. Railroads

Muncie, Ind.

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THAT ENGINE WOULD BE A

"SUPERIOR KEROSENE ENGINE"



They are made from the very best
raw materials developed into the fin-
ished product in a factory especially
built and equipped for the manufac-
turing of Engines.

They represent the most economical,
efficient, durable and reliable power a
Grain man can install at one HALF
the FUEL BILL.

Every Superior KEROSENE
Engine is tested at the factory until
we are convinced, by actual test, that
it will do all we claim.

You know what you want, we know
we have it. Let us give you some
information, if you will write for Cat-
alog, and tell us your requirements.

SUPERIOR GAS ENGINE CO., Springfield, O.

THE NO. 39 CLIPPER

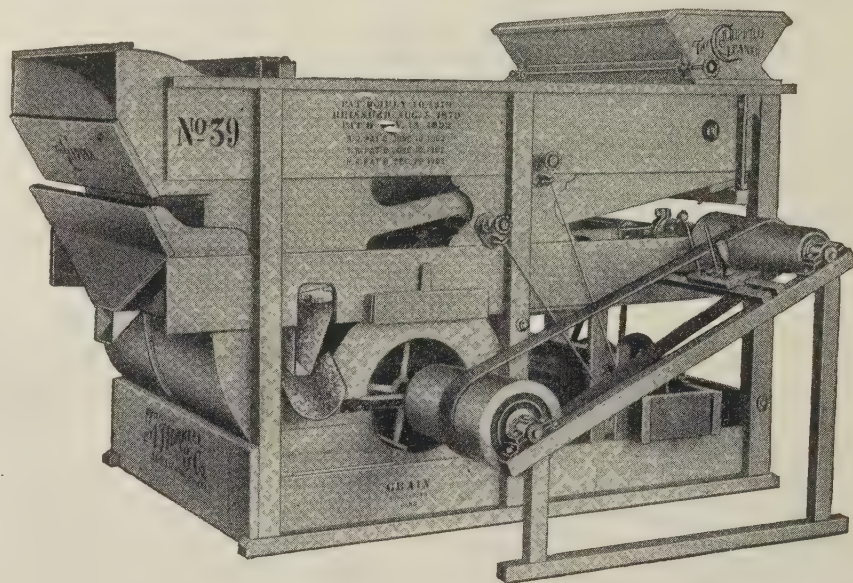
Cleaner with Traveling brushes and special air controller is one of our most popular and best selling grain and seed cleaners.

The "CLIPPER" excels all others in the minimum of power required, construction and durability, class of work it will do, small amount of attention and its adaptability to the work required.

A "CLIPPER" will clean all kinds of grain, seeds, beans or peas equal to any special cleaner designed especially for one kind of work.

We have placed this machine in a large number of elevators all over the country, and never yet has one of them failed to give satisfaction. If you are looking for something good, this Cleaner will suit you.

Let us Send Catalogue.



A. T. FERRELL & CO., SAGINAW, W. S., MICH.

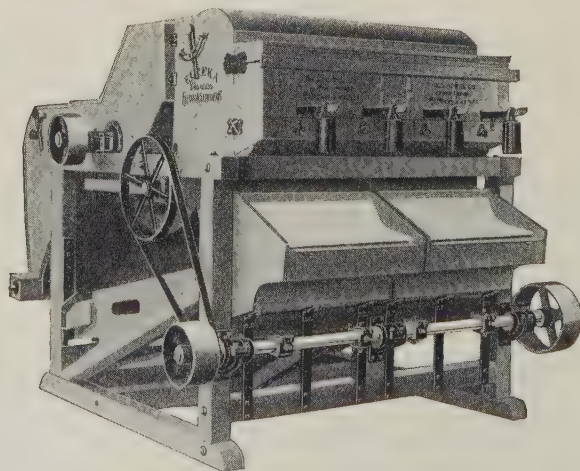
The "EUREKA" Counterbalanced Twin-shoe

Elevator Separator

THE WORLD'S MOST PERFECT GRAIN CLEANER

THE easiest, quietest running and most economical Separator ever built.

**SUPERB
MECHANICAL
EQUIPMENT**



**SAVES TIME
AND DOES MORE AND
BETTER WORK**



HEAVY DUTY CONSTRUCTION

Descriptive catalog free

THE S. HOWES COMPANY, Inc.
Silver Creek, N. Y.



"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

FOR SALE.

1—Burnham Turbine, 36", in good condition.
1—shaft, 9"x9 ft., with wood cog gear to jaws to connect on wheel.
1—shaft, 3 3/16"x16 ft., with cog gear.
4—3 3/16" pillow blocks.
1—iron pulley, 50" diam., 10" face.
1—iron pulley, 36" diam., 10 1/2" face.
1—iron pulley, 34" diam., 8" face.
1—wood split pulley, 59" diam., 10" face.
Have installed motors, reason for selling the above. Anyone in need of any of the above can find a big bargain by writing The Navarre Mills, Navarre, Ohio.

SACRIFICE SALE NOW ON. ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson\$100 and \$125
26" and 24" Unique\$110 and \$125
16" and 18" Monarch\$ 90 and \$100
20" and 24" Monarch\$110 and \$125
26" Foos and Monarch.....\$150 each
36" Foos and others\$205
18" Munson Single Head\$ 75
18" Halstead & 22" American.\$100 and \$120
All the above mills completely remodeled, and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers and crackers. Write us for catalog today. Give us a chance on all your requirements, new or second-hand.

SPROUT, WALDRON & COMPANY,
No. 402 B, Monadnock Block, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.
Roller Feed Mills:—9x18 Barnard & Leas, 9x24 "Noye," 9x24 Acme, 9x30 Wolf, all three pair high; and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one "Hoosier," one No. 2 Acme, etc.

Corn Shellers:—One Style "A" Triumph, one No. 0 and one No. 1 Victor corn shellers and cleaners combined, one No. 2, one No. 2 1/2 and one No. 4 Western Warehouse Cornshellers, one No. 2 and one No. 2 1/2 Western Rolling Screen Corn Cleaners, one No. 1 Barnard's Improved Double Screen Corn Cleaner, one No. 1, one No. 2 and one No. 4 Victor Corn Shellers.

Attrition Feed Grinding Mills:—18 inch and 24 inch "Robinson," 16, 20 and 24 inch "Monarch"; 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."
Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Write for "Gump's January Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.
B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—One brand new 14-18 Ann Arbor Hay Press at sacrifice. T. W. Babcock, Marengo, Ohio.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago

SECOND-HAND FOR SALE:—One slightly used Rochester Grain and seed cleaner, \$25; 2 hopper scales with timbers \$35 each; 2 boot tanks \$20 each; one double automatic shovel machine \$20; one steam engine \$40; 1,200 Salem elevator cups practically new, 6x18 and 6x16, 12c each; 10 belt tighteners \$5 each. Also write for prices and descriptions of a complete flour mill outfit and a 25 H. P. steam engine, with 40 H. P. boiler and smoke stack complete. LaCrosse Wrecking & Lumber Co., La Crosse, Wis.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

BUILDING MATERIAL.

ALL KINDS OF ELEVATOR MACHINERY for sale, finds many ready buyers, if inserted in the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

BARGAINS IN ALL KINDS of new and used Lumber, Doors, Windows, Ready Roofing, etc. Timbers, \$8 per 1,000 ft., and up. Sheeting, \$8 per 1,000 ft., and up. Doors, 25c and up. Ruel Lumber Co., 7337 Stony Island Ave., Chicago.

SECOND-HAND BAGS AND BURLAP.

WANTED:—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

FERRETS.

RATS GET YOUR GRAIN, FERRETS get the rats. Send for price list. Brown or White. Bert Ewell, Wellington, Ohio.

STEAM ENGINES, BOILERS.

STEAM ENGINES AND BOILERS find many ready buyers when advertised in the "Steam Engines-Boilers" columns of the Grain Dealers Journal, Chicago.

ONE 10x30" R. H. CORLISS ENGINE.
One 8x10" automatic engine.
One 9x9" upright engine.
One 5x6" upright engine.
One 8 H. P. upright boiler.
Minnesota Engine & Machine Co., 2399 University Ave., St. Paul, Minn.

GASOLINE ENGINES.

FOR SALE—One 50 H.P. Columbus Gasoline Engine, one 25 H.P. Columbus Gasoline Engine. Never Used. Address Engines, Box 11, Grain Dealers Journal, Chicago.

ANY KIND, ANY SIZE, ANY PRICE, string of elevators or elevator, by former advertised in the "Gasoline Engines" columns of the Grain Dealers Journal, Chicago, finds many ready buyers. Try it.

FOR SALE—One fine 8 H. P. Milwaukee horizontal stationary gasoline engine complete, \$128.00. Many other styles and sizes. What are your power requirements? Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22. H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

FOR SALE AT ONCE.—Avery Automatic Scale in good condition. Address, Us, Box. 1, Grain Dealers Journal, Chicago.

FOR SALE:—Two Fairbanks wagon scales. Fifteen ton each. Ready for shipment. We want an offer. F. G. Hartwell Co., 1855 Peoples Gas Bldg., Chicago.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" columns of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS.

DIRECT CONNECTED LIGHTING SETS. Steam operated, 2 1/2 to 200 K. W. Morse Company, 72 W. Adams St., Chicago.

ELECTRIC POWER is fast winning favor as power for elevators, hence the Grain Dealers Journal reaching over 6,000 grain elevators twice a month, assures many satisfactory returns to an advertisement inserted in these columns.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER, brand new, for sale cheap. Does excellent writing. Could send on trial. Miss Bertha G. Merdis, Route 5, Rosedale, Kans.

INFORMATION.

J. H. JOHNSTON formerly in Mint Block, Denver, Colo. Present address wanted. Address, E. E. S., Box 1, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

CENTRAL OHIO ELEVATORS for sale or exchange. Where you can live cheaply and make money every year, and not have much invested. Address, Central, Box 10, Grain Dealers Journal, Chicago.

CENTRAL OHIO ELEVATOR for sale, good corn and oats country, coal trade. Sell cheap. Address, E. H. W., Box 1, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE located on M. K. & T. and St. L. & Mo. S. Ry's. New plant thruout. Large country to draw from, further particulars. Address T. F. Jameson, 1407 Spruce St., Coffeyville, Kans.

NORTHEASTERN KANSAS elevator, 30 M. capacity, price right if taken at once. Part cash, balance easy terms. Address, N. E. K., Box 11, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO—Up-to-date elevator, 30,000 bus. capacity, large corn and oats territory, no competition. This is a good elevator at the right price. Address, Merc., Box 10, Grain Dealers Journal, Chicago, Ill.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO ELEVATOR for sale, 8,000 bu. capacity, equipped to handle everything in the grain and seed line. Sacrifice for quick sale. Address, 1913, Box 1, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA—For sale or exchange elevator handling 125,000 bus., yearly. Will trade elevator and residence for small farm near town or for elevator or feed business, must be near school and Catholic Church. Address, N. Dak., Box 1, Grain Dealers Journal, Chicago.

MINNESOTA ELEVATOR FOR SALE—Modern, 14 bin cribbed construction, has engines, dump and hopper scales, cleaners, eight bin coal house, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

CENTRAL PENNSYLVANIA—For sale or rent a 5,000 bu. elevator, feed, flour, coal, cement, fertilizer and implement business in small town of 500, good farming section. One competitor. A splendid point. Good reasons for wanting change. Price \$3,000. Address "F.", Box 10, Grain Dealers Journal, Chicago.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A., and Vandalia Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

CENTRAL KANSAS—FOR SALE—a 15,000 bushel modern crib elevator, with gasoline engine, sheller, cleaner and scales. Station ships 30,000 annually. One competitor. Crops equally divided between wheat and corn. Crop failures unknown. Best competition. This elevator is in better location of the two. Feed business in connection. It will pay you to investigate. Address, Cribbed, Box 1, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE—A nice line to select from all the time. Let me know how much you wish to pay, and I think I can suit you. James M. Maguire, Campus, Ill.

MUST SELL NORTHEASTERN KANSAS 12,000-bu. elevator; gasoline power. Address, Dec., Box 12, Grain Dealers Journal, Chicago.

FOR SALE IN NORTHERN IOWA—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

ILLINOIS—For sale; two of the best elevators and implement business in the Corn Belt of Illinois. Will sell together or separately. Thayer Elevator Co., Chrisman, Ill.

12,000 BU. NEBRASKA ELEVATOR for sale on the C. R. I. & P. Ry. All the corn and 60% of the wheat of the 1912 crop yet to handle. Address, Stone, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Two elevators in N. W. Iowa; three elevators in S. W. Minn., and one in S. E. South Dakota. All good paying properties. For full information apply to Dick R. Lane, Trustee, Davenport, Iowa.

IF SOLD IN 30 DAYS—\$4,000 takes good, modern elevator, hay barn and coal sheds. Large territory in Wabash Valley, Ind. No competition. Selling account sickness. Address, B. & A., Box 1, Grain Dealers Journal, Chicago.

CENTRAL IOWA CRIBBED ELEVATOR for sale or exchange, elevator, coal sheds and corn crib. Town of 5,000, located on I. C. R. R. Plenty of corn and oats yet to be bought; must be sold at once. Address, 5,000, Box 12, Grain Dealers Journal, Chicago, Ill.

BARGAIN IN OKLAHOMA ELEVATOR—\$4,000 buys splendid, up-to-date elevator. Part cash, balance easy. Good grain section. Very little competition. Owner retiring from business. Address, L. 50,000, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—Central Ohio elevator and coal yard, capacity 25,000 bus. small grain, 6,000 bus. ear corn and 300 tons of coal. Handles 100,000 bus. grain. Large retail business. Price \$8,500 cash. Good reason for selling. Address, Quick Sale, Box 12, Grain Dealers Journal, Chicago.

ADMINISTRATORS SALE.

The Burdick Potter elevator property located at Fenton, Genesee Co., Mich., consisting of elevator building, brick warehouse, hay barn and coal shed, also large modern residence and brick store. Will be sold at auction to the highest bidder, February 15th, 1913, at 10 A. M. o'clock. For particulars write;—A. W. Cimner, Administrator, Fenton, Genesee Co., Mich.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

CENTRAL ILLINOIS ELEVATOR for sale; 20,000 bu. capacity; ships on three roads, no car shortage. Elevator doing about 200,000 bus. business. Electric power, two stands of elevators, automatic scales; all up-to-date. Also coal business in connection. If interested write for further particulars. Address, Modern, Box 12, Grain Dealers Journal, Chicago.

HERE'S THE ELEVATOR you have been looking for. One that you would choose from many. A first-class house at a good grain station. One that you could choose from many, if you would make your want known thru an insertion of an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

OVER 6,000 ELEVATORS to choose from if you make your wants known thru the "Elevators Wanted" columns of the Grain Dealers Journal, Chicago.

NORTH DAKOTA—For sale or trade for land a modern 3,000 bu., elevator located in a good grain section. Address, Wag, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE—A good 25,000 bu., elevator in good grain country, 500 cars shipped from this place last season. Good conditions, price \$3,000.00 cash or land. Coal and feed business in connection with elevator. Address, Atla, Box 1, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

WASHINGTON, D. C., REPRESENTATIVE? Do you want a representative in Washington, D. C., who could sell for you in surrounding cities on a brokerage business? A live, well-known grain man with several large grain accounts. Prefer Chicago firm. Write for further information. Address, Wash., Box 12, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANTED—Elevator on Pennsylvania Ry., that will handle about 200 cars corn and oats annually. James M. Maguire, Campus, Ill.

WANTED TO TRADE good western land for grain elevator and coal business in Iowa. Address, Western, Box 1, Grain Dealers Journal, Chicago.

RENTAL PROPERTY AND GOOD FARM to trade for good elevator. Elevator must show at least 125 cars grain per year. Will offer good trade. A. Schlientz, Brookville, Ohio.

ELEVATORS WANTED—I want to lease moderate sized elevator in good grain section. Will buy after first of year if suited with location. Address, Ernest Ballinger, Lacey, Iowa.

WANTED to buy or lease an elevator in Illinois, Indiana or Ohio. Give full description, price, terms, etc., in first letter. Address, 1006, Box 11, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE for elevator, 160 acres good land near Altamont, Kans. Give description, condition, and amount of grain handled at elevator. Address, Box 42, Shook, Kans.

WANTED—A few medium priced elevators tributary to Chicago. Have buyers ready. Give full particulars regarding amount handled, competition, price and terms. James M. Maguire, Campus, Ill.

WANTED ELEVATORS handling 150 to 200 cars, mostly Corn and Oats, no retail business except coal, located on Penn. R. R., in Ohio or Indiana. Price must be right and competition O. K. Address, Sala, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, FRANKFORT, IND., exclusive elevator broker every day. Charge seller 2%.—Reliable work.

ELEVATORS WANTED—If you want to sell your elevator without having it generally known, list with me. Have buyers all the time. James Maguire, Campus, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Bldg., Chicago, Ill.

WE HAVE A LARGE NUMBER of cash buyers for grain elevators, coal and hay businesses, also have several good farms well located and well improved to trade for elevators, also have a couple of buyers for a good line of elevators well located. List your elevators with us if you want results. Address Ohio Realty Co., Greenville, Ohio.

SITUATIONS WANTED.

POSITION WANTED as traveling solicitor or manager of good elevator co. Experienced. Ask for interview. Address, Solicitor, Box 1, Grain Dealers Journal, Chicago, Ill.

COMPETENT ELEVATOR MANAGERS, operators and grain buyers can quickly secure positions to their liking thru an insertion of an advertisement in the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.

WANTED A POSITION as manager of an elevator in a town where there are good schools. Age 34, steady, and have had 7½ years experience at one station. Can give good references. J. E. Raymond, Adair, Ill.

WANTED POSITION as manager of string or elevators or elevator, by former grain dealer. Experienced, buying, selling, office work and elevator work proper, also elevator machinery. Married, age 33. Clear record and best of references. Railroad and mercantile training. Address Former, Box 12, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

FOR SALE:—Feed Mill and Coal Yard good Ohio location. Troy Feed & Fuel Co., Troy, Ohio.

MISSOURI MILL AND ELEVATOR for sale; 200 bbls. mill, 60,000 bu. elevator. Will sacrifice for quick sale, time on part. Will Earleton, Route 1, Cabool, Mo.

80 BBL. FLOUR MILL, new, steam-heated, cost \$12,000 to build exclusive of site; feed buhr in connection grinding 100 bu. per hour, located in good Southern Minnesota town; no incumbrance; will take \$7,000 cash or trade for clear property at cash value, want even deal; might sell on small payment down to active miller. The Hofer Co., 706 Andrus Building, Minneapolis, Minn.

FINE FLOUR MILL FOR SALE. Big Bargain.

A complete flour mill, 150 bbls. daily capacity, including boiler, engine, stack, pulleys, shafting, elevators, packers, etc., etc. Located at Beckemeyer, Illinois, on the B. & O. S. W., three miles west of Carlyle. Mill was erected three years ago and operated about six months. The undersigned bought the plant for grain storage, and will sell, or trade the entire plant, exclusive of buildings at a nominal figure. Call on or address Carlyle Milling Co., Carlyle, Ill.

If Your Business

isn't worth advertising
advertise it for sale

What have you?

FOR SALE

An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 20 cents per type line.

HELP WANTED.

WE HAVE AN OPENING FOR YOU, in fact the largest number, if you will only make your want known thru the "Situations Wanted" columns of the Grain Dealers Journal, Chicago.


EXPERT SCALE REPAIR MAN wanted to inspect and repair scales. Must be competent to repair and refit scales at stations. Good salary, steady employment. Address with full particulars as to experience. Address, Ass'n, Box 11, Grain Dealers Journal, Chicago.

GRAIN WANTED.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.



HAYES CORN SHELLER AND GRADER Should be in every Seed House, Grain Elevator, Corn Crib or where corn is shelled. It shells and grades seed corn, removes smutty end or bad grains from good seed ears. Works better and quicker than a \$30 machine. Price \$1.00. Write for circular. Agents wanted.
HAYES SEED HOUSE, - - Topeka, Kan.

DIRECTORY OF THE GRASS SEED TRADE

ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

Mann, G. S., seed bkr., field seeds, poultry grain.

CINCINNATI, O.

McCullough's Sons Co., J. M., seeds.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.

Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen, S. G., field seeds.

Rosenberg & Lieberman, alfalfa, clover, etc.

MINNEAPOLIS, MINN.

Minneapolis Seed Co., field seeds.

MITCHELL, S. D.

Dakota Improved Seed Co., millet, seed-corn.

NEW YORK, N. Y.

Liefmann's, Hamburg, rep. I. L. Radwaner, field sds.

Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, O.

The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.



HAY

Ship Your HAY to
ALBERT MILLER & CO.
192 N. Clark Street, CHICAGO, ILL.

GOOD SALES QUICK RETURNS

KEEP POSTED.

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty cents for one year.

Name of firm.....

Capacity of Elevator Post Office.....

.....bus.

State.....

SEEDS FOR SALE—WANTED

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

The PHILADELPHIA SEED CO.

Incorporated
PHILADELPHIA - - - PA.

Offer Imported White Field Peas, Sunflower, Millet, Hemp, etc.

Buyers Clover, Timothy, Alsike, German Millet, Kafir, etc.

Red Clover
Alfalfa
Dwarf E. Rape
White Clover
Alsyke
Natural Grasses
English Rye Grass
Red Fescue

I. L. RADWANER

American Representative
R. LIEFMANN SONS, Succ. HAMBURG
171 Broadway, New York

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

Mr. Kar-Lot

Kaffir Korn Konsumer

Do you receive our quotations?
If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

HAY WANTED.

WANTED—100 Cars Oat Straw.
C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

Don't You Need

Clover Seed ree from Buckhorn? We are the largest dealers in north-eastern Indiana, the heart of the Clover Section, that buy all Seeds direct from the growers. We do not handle any Foreign Seeds whatever. Write for samples, can furnish same in 10 bags to car lots at all times.

STIEFEL & LEVY, Fort Wayne, Ind.

We are buyers of

Red Clover Seed

SEND SAMPLES

L. TEWELES & CO., Milwaukee, Wis.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

WANTED:—Timothy, Clover, Buckwheat. Send samples with lowest offers. G. S. Mann, 620 Postal Tel. Bldg., Chicago.

WANTED FOR SEED PURPOSES—Direct from country dealers in less than car lots. Spring Rye,—Beardless Spring Barley,—Barley,—Canada Field Peas,—Cow peas,—Millet,—Spring Wheat,—Buckwheat,—Timothy,—Clovers,—Alsike, — Alfalfa, — Early Ohio Potatoes, — Grass Seeds of all kinds. Send samples, state quality and quote price wanted. A. H. HOFFMAN, BAFMORD, PA.

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat. Kafir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO., Kansas City, Mo.

FUTURES

Clover—Alsyke—Timothy

SOUTHWORTH & COMPANY

Produce Ex., TOLEDO, O.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

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Alsyke and Timothy, Etc.

Send Samples stating quantity.

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SEEDS FOR SALE.

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SEEDS FOR SALE.

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Write to
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SEED CORN FOR SALE, both early and late varieties. We make a specialty of car load lots, samples on application. Also oats and wheat. Vermillion Seed House, Vermillion, S. Dak.

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8,000 Bushels Johnson Co. White, grown from National Sweepstakes 10 ears, 1911.

10 other varieties, shelled or ear. Let us quote prices.

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Choice Wisconsin grown Clover Seed

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Consignments solicited. Send us your samples

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With Purity Test as per your State requirement.

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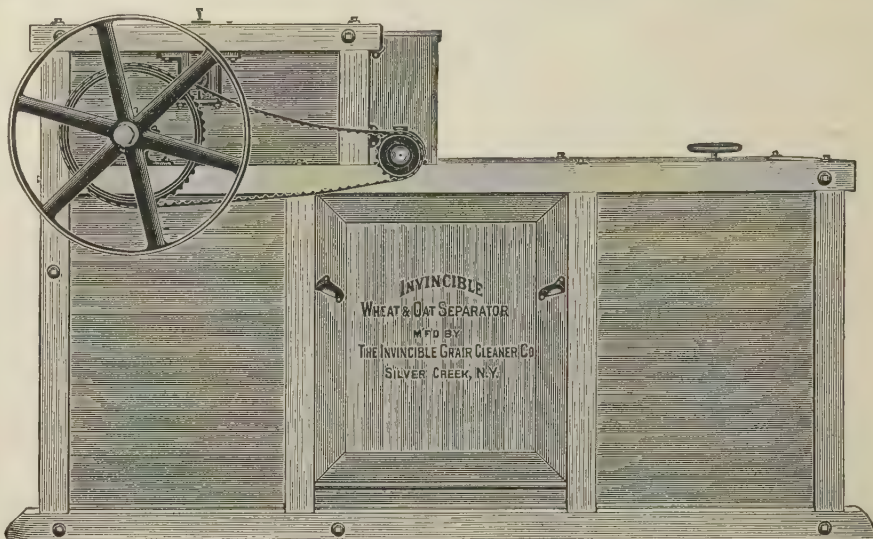
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Invincible Wheat and Oat Separator

This machine has the advantage over the receiving separator as it will not tail over the larger kernels of wheat.

It will also take the tailings from the separators containing the large wheat and separate and save the wheat. This means a saving and a profit that has been slipping by you.

This machine is not expensive and will soon pay for itself by increasing the value of the grain shipped and saving what would otherwise be wasted.



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These protect the grain man against incorrect judgment in buying; against deterioration of grain in storage. They enable him to improve his grain and to tell with absolute certainty that it will make the grade he wishes.

They are his best INSURANCE against loss, and they win profits not obtainable otherwise. Hundreds of dealers equipped themselves in 1912. What are your needs for 1913?

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GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

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CHARLES S. CLARK, Manager

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JANUARY 10, 1913

WE RESOLVE that during the year 1913 we will give all readers more helpful information than ever before, and what is more we are going to stick to it. If you do not find herein the information needed to help you in the grain business, tell us what you want and we will try to get it for you.

SECY RILEY of the Indiana Ass'n, has ventured the suggestion that we index our reports of cars seen leaking grain in transit, for ready reference, and in checking up old shortage claims. We will be glad to supply this information as to whether or not a certain car was reported leaking in our columns, if the date of shipment and arrival at destination, together with car number and initials, are given.

AN OHIO grain buyer, who was receiving much off-grade corn, decided he could not afford to pay the same price for 4 corn and "no grade" that he could pay for No. 2, so he published a notice in his local paper to the effect that henceforth he would buy corn by grade, just as he has to sell it. Every country elevator man would like to do the same thing, and eventually all will, but at present many have not enough backbone to take the stand.

WASHINGTON grain shippers and growers are up in arms against the extortion of the burlap bag makers, and it seems probable that an organized movement will soon be inaugurated for bulk handling, as by that means alone will the trade be able to economize. Each year the percentage of the crop exported becomes less, and the growers rightly insist that if the exporters want their shipments bagged, they can bag them and pay for the bags themselves.

DEALERS who experience difficulty in collecting claims against railroads will profit greatly by reading carefully the hints of Mr. Connolly, designed especially to fortify shippers with such information as they may need later to prove their shipment and justify the payment of any claims they may have against the carrier. The hints come from one who has had long experience in preparing and collecting claims, and their careful reading will profit every shipper.

SPEAKING of the money trust, the Pujo Committee should investigate the treasury department, which persists in hoarding hundreds of millions in idleness, while the people are paying 6% to the banks. If the government would deposit its surplus in recognized banks and charge 2%, the same as the banks pay other depositors, the rates of interest would be kept steadier and business would not be forced to pay extravagant rates for money, except on rare occasions.

NORTH DAKOTA'S railroad commission maintains that 48 lbs. must constitute a bushel of barley, and warning has been issued to those taking 50 that they will be prosecuted if they continue to take a different weight for a bushel than that fixed by the laws of the state. Some dealers have agreed to the 48 lb. bushel, but have insisted upon having 2 lbs. dockage for dirt, so it may be that the commission has been misled by the refusal of eagle eyed dealers to pay barley prices for screenings.

SCALE OWNERS will find more practical suggestions in our article in this number entitled "Country Elevator Scales As I Find Them" than it has been our good fortune to present in many a number. The article is not based on theory, but on absolute experience of a man who is inspecting grain elevator scales every day and finding much trouble that could be easily avoided. The great difficulty seems to have been that the country carpenter usually employed to install scales, knows so much about their installation that he does not stop to read the instructions, consequently many of the scales are not properly installed and cannot be depended upon for correct weights. The article is well worth three readings by every man who owns a scale.

CERTIFICATE of inspection of your scales should be exhibited in a prominent place, so that every farmer who has his eyes open may see it. It serves to allay suspicion regarding correctness of the scales, and oftentimes results in farmers discriminating against the elevator man who refuses or neglects to have his scales tested and kept in working order. The money paid out for inspection is always a good investment, but its influence will be limited to the number of patrons who are permitted to know of it.

CORNERS in commodities, in the light of the recent Supreme Court decision in the Patten case, must be conducted by individuals acting alone. When two or more persons happen to be heavily interested upon the same side of the market they must refrain from agreement as to prices, quantities or times of purchase or sale, to avoid the charge of conspiracy. When two or more persons wish to combine their assets for employment in a corner they can comply with the law by giving complete discretion to a single manager who must place all orders, but speculators are not likely to do so.

AN ILLINOIS grain shipper who sold out some years ago and entered into a contract with the buyer of his elevator not to re-engage in the grain business within 5 miles of the elevator, recently decided that his written agreement was not much good so resolved not to respect it. He re-engaged in the buying of grain and scooped it into cars, but the courts have just decided that he had no right to re-engage in grain buying within 5 miles of the elevator he sold, so granted a perpetual injunction. Dealers who are not willing to abide by their own contracts should avoid placing them in writing.

GRAIN SHIPPERS are vitally interested in Senate Bill 957, (Pomerene Substitute) and doubtless most of our readers would be glad to do anything in their power to help the bill on its way thru the lower house. The Senate has already passed the bill. Francis B. James, who tells of the good points of the bill elsewhere in this number, also points out the way for effective work by grain dealers everywhere. The enactment of the Pomerene Bill will secure for the shipping public the best B/L which has yet been in prospect, and it would mean more to the grain shippers of the country than words can tell. Many members of the trade have worked long and earnestly to secure the adoption of more equitable Bs/L. If all shippers will now get busy and immediately write to their representatives in the lower house of Congress and induce other shippers to do likewise, the needed legislation will soon be secured. Don't postpone this matter. Read what Mr. James says and write today.

SHIPPERS of hay and shippers of grain who permit their grain to be sold for unloading at team tracks in terminal markets cannot expect always to receive accurate weights, as the teamsters are careless and buyers in the retail trade are not expert accountants, but the time is coming when the railroad will insist upon knowing the exact weight of freight in every car, and then will issue a bill for freight showing the correct weight, as they should do. Until then shippers will be compelled to guess upon their losses, as in the past. However, they will minimize the opportunity for loss by confining their dealings to members of the organized exchanges.

ERRORS have become so frequent in the freight bills of implement dealers that they have found it profitable to establish freight buros. These buros are in the hands of freight experts, who are equipped with rate sheets and know how to dig out a rate. One of the members of the Western Implement and Vehicle Dealers' Ass'n recently forwarded a bill to the buro, claiming it to be excessive. The amount was \$81. The buro found the classification, the weight and the rate all correct, but the sleepy entry clerk had simply transposed the "1" and the "8." The correct amount was \$18. Railroad auditors discover these mistakes, but the law requires railroad companies to correct only those mistakes of undercharging. True, the law forbids their charging more than the posted rate, but inasmuch as few shippers are equipped to detect an error when committed, they are not often called upon to accept a refund.

CARLOAD MINIMUMS in official classification territory have been changed, so that small cars may now be used by shippers without penalty, but the small cars must be loaded to the marked capacity. The unreasonableness of the rule prescribing minimums of 40,000, 56,000 and 60,000 for oats, corn and wheat was quickly recognized by the Interstate Commerce Commission and permission granted to change the rule on three days' notice, which was done. This will keep the available supply of cars more completely occupied and promote the interests of both shippers and railroads. The Commission ruled that whenever practicable, cars of the weight equal to or in excess of the minimum carload weight prescribed, should be furnished by the railroad company, and when available they must be used. "If the carrier is unable to furnish a car of weight capacity equal to or in excess of the prescribed minimum carload weight, and a car of less capacity weight is available, such smaller capacity car will be furnished and the minimum weight to be charged therefor will be its marked capacity, but in no case less than 40,000 lbs."

THE PARCEL POST law is designed only to include 4th class mail matter, hence grain samples, being classified as 3d class mail matter, are not properly admissible to the mails at parcel post rates of postage. The postoffice regulations have always classed samples of grain in its natural condition as 3d class mail matter, while seeds, roots, bulbs and plants are classified as 4th class and charged a higher rate. Until the postoffice department straightens out the conflicting rules and regulations, grain dealers who mail samples are very likely to encounter conflicting rulings by different postoffice officials.

SEVERAL YEARS ago the Merchants Exchange of Memphis had the good fortune to employ a man as freight commissioner who was unwilling to accept the established freight rates as right simply because they had been long in use. After protesting repeatedly to the different railroad companies, the matter was taken up with the Interstate Commerce Commission, and recently a decision was handed down ordering the railroad companies to cease discriminating against Memphis. The Frisco has already reduced its rate on coarse grain, and issued a tariff which will result in many shipments transferred or rehandled at Memphis and shipped over any one of eight lines into consuming territory, to be given a thru rate from point of origin. Heretofore such shipments have paid the local rate in and the local rate out. With the establishment of thru rates Memphis should become a much greater distributing point and prove a better market for southeastern buyers and western shippers.

SCREENINGS cannot be sold for the market price of grain except at country stations, where lax buyers have long accepted almost anything the farmer presented, and on his own grading. Millers in some sections of the country have developed enough backbone to screen out the dirt and straws and return it to the farmer, but the grain dealer who really refuses to accept such trash as grain is rare. It is indeed encouraging to note that the grain dealers of northwestern Ohio persistently keep up the agitation in favor of buying all grain upon the basis of pure grain. Dealers in the Northwest sell their grain on this basis, but many of them accept everything as grain, pay the price of grain for it, then pay freight on the dirt to a central market and there they are docked for the dirt and sometimes they are docked for the cost of removing it. Of course, the wise ones install cleaners and keep the dirt at home, thus saving the cost of a cleaner every year. Dealers everywhere can do the same thing, but before they will effect the saving sure to accrue as the result of refusing to pay the price of grain for screenings, they must

put in a good cleaner of large capacity and make the separation before settling with the farmer. Their present method encourages the threshermen to increase the refuse placed in the grain each season. So long as the farmer is able to sell the straw and chaff at the price of grain he cannot be expected to insist upon threshermen removing it. The action of the Tri-State Ass'n in deciding to buy all grain on the clean basis is most commendable, and it is to be hoped that the members will live up to the resolution. By so doing they will promote their own interests, and the cause of better agriculture.

SHIPPERS ENTITLED TO PAY FOR CAR REPAIRS.

In "Grain Carriers" this number is recited an unusual case of an Iowa shipper who has actually had the temerity to bring suit against the C. M. & St. P. R. R. for expenses incurred in cooping and repairing cars of the said railroad during the years 1906 to 1913, inclusive. The grain shipper was careful to keep a correct record of the number, initials and condition of each car offered him for grain, the date on which it was repaired and the amount of expense incurred in putting it in condition to receive grain.

The Interstate Commerce Commission has denied railroad companies the right to reimburse shippers for cooping and repairing cars, or for supplying grain doors. The Commission held that it opened the way for rebates, hence has stoutly refused even to grant reparation for the service rendered, even tho recognizing that compensation was rightly due the shipper. The Commission and the courts have held that it was the duty of the carrier to place its cars in condition to receive grain, and now the courts have decided that shippers are entitled to compensation for any expenses incurred in doing so.

Last January we published the decision of the New York courts, and in this number we give the decision of the Supreme Court of Nebraska, taking a similar view of the shippers right to compensation for material and labor used in repairing freight cars. The decisions should prompt shippers everywhere to keep an accurate record of every car repaired, giving the date, initial, number and itemized bills of the material and labor used in repairing it, and then insisting upon being reimbursed.

If the railroad companies honestly desire to avoid paying shippers for placing their cars in fit condition to transport freight, they can do as the Rock Island and several other lines have done—establish car cooping yards at junction and division points and see to it that all cars are in fit condition to transport grain before offering them to grain shippers for that purpose.

THE AGITATION FOR IMPROVED TELEGRAPH SERVICE.

Grain dealers everywhere are such extensive users of the telegraph that all should voluntarily take an active part in working for the enactment of Congressman Carey's bill known as the Carey Time Filing Bill. The need of some reform on the part of telegraph companies in forwarding messages has long been recognized. Mr. Beattie of New York was the first to suggest a practical cure for many of the delays, his idea being to require telegraph companies to precede each message with the hour and minute of its filing. This would give recipients notice of message's delay and help them to avoid the useless expenditure of time and toll in replying to options which had expired.

The Carey Bill goes much further in that it is designed to prevent discrimination by the mailing or otherwise forwarding, except by telegraph or telephone, of telegrams or messages by telegraph companies, when same are accepted for telegraphic transmission by wire. It has often been stated that the telegraph companies collected millions of dollars in tolls for the transmission of messages to and from San Francisco, immediately following the earthquake, and then transmitted those messages by mail. The Carey Bill requires telegraph companies who fail to forward messages within one hour of their filing, to notify the sender and in case they fail to deliver the transmitted message within one hour after its arrival at destination office, the addressor and the addressee shall both be notified.

Chicago receivers have repeatedly attempted to induce the Western Union Telegraph Co. to forward messages within fifteen minutes of their filing or else to return them to sender. This is a very reasonable request, but the Western Union has seen fit to refuse to comply with it, with the result that many of the receivers are using the Postal to central points and having their messages relayed by phone, thereby securing much quicker communication with their country customers. The independence of the telegraph company, coupled with poor service, is quite certain to result in federal regulation, unless the patrons of the telegraph lines fall asleep on their rights.

MISSOURI grain elevator operators would have a fine time if the ideas of railroad commissioner John A. Knott were carried into effect. This old-time politician, who has been on the commission for years, has just issued a summary of the wonderful work performed by the state Railroad and Warehouse Commission during the last 10 years, and in it he has the gall to advocate the amendment of the state grain inspection

law so as to give the commission authority over all elevators, regardless of their capacity or location. The commissioner is evidently ignorant of the fact that the country elevators of Missouri are operated by their owners for the handling of the grain of the owners. They are not public storehouses in any sense of the word and cannot be made so by enactment, without reimbursing the owners for the property, no more than can a man's home be turned into a hotel. The commissioner does not give any reason for his recommendation, but any one familiar with the political greed shown by the commission during recent years, knows full well that the sole purpose of the recommendation is that it shall have more offices to fill, in other words, the politicians would sacrifice the business of the grain dealers that they may have more places to distribute. Of such is government by, to and for the politicians.

LIABILITY OF CARRIERS FOR GRAIN LOST.

Nearly every month we are asked regarding the liability of the railroad company for loss of grain in transit. If the shipper can prove delivery of 60,000 bus. of wheat to the car in the possession of the railroad company, and the carrier failed to deliver the full amount at destination, no court will uphold the carrier in refusing to pay for any grain lost in transit, regardless of the condition of the car upon arrival at destination. Some shrewd claim agents have recently sought to excuse their refusal to pay just claims for loss of grain in transit by claiming that car was not reported leaking upon its arrival at destination. They willingly overlook the fact that car might have leaked freely enroute and at destination without anyone reporting the leak.

The shipper contracts with the carrier for transportation of a stipulated amount of grain and stands ready to pay freight on that amount. If the carrier is unwilling to accept shippers weights, then it must provide weighing facilities of its own, but it will still be liable for delivery at destination of all grain received at initial point.

When the carriers awake to the importance of shippers weights, they will insist upon having shipper file with station agent at initial point a certificate of weight, before B/L is issued. True, this would rob them of any excuse for accepting shippers weight, but it would also prompt all shippers to exercise greater care in weighing grain into cars.

Country elevator men are continually improving their weighing facilities, and those so unfortunate as to have out-of-date facilities are rapidly installing modern shipping scales. In some states they are employing scale experts to make frequent inspections of all scales, in hope

of securing correct weights at all times. If carriers are not willing to acknowledge the accuracy of the shippers scales or the correctness of his weights, then it is their duty and no doubt the privilege would be granted by each shipper to permit railroad company to inspect the scales and witness the weighing of each shipment.

The shipper does not want pay for any grain he did not place in car, and is just as anxious to know that his weights are correct as the railroad company can be, so if the railroad company doubts the reliability of shippers weights it should prove them incorrect or settle with the shipper on the basis of his weights.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

L. & N. 12161 at Silvis, Ill., Jan. 3, showed evidences of grain being removed. Loaded with corn.—W. P. Anderson, Chicago, Ill.

Intercolonial 80022 was opened at Silvis, Ill., Jan. 3, and gave evidence that grain was removed, presumably in bags. The car was loaded with oats or barley.—W. P. Anderson, Chicago.

G. N. 24606 loaded with barley passed thru Albee, S. D., on Dec. 31, leaking at top of lower end door. Train did not stop long enough to fix it.—G. J. Lybeck.

G. N. 121712 passed thru Albee, S. D., Dec. 31, leaking wheat at bottom of end door. Train did not stop long enough to repair.—G. J. Lybeck.

M. & St. L. 8918 passed thru Marsh, Ia., Dec. 30, leaking mixed red and white striped corn at draw bar.—C. M. Bolon, mgr., Farmers Eltr. Co.

M. C. 27636 was sidetracked at Lebanon, Ind., Dec. 30, with drawbar pulled out and leaking corn badly.—N. W. Mattix & Co.

L. & N. 11546 passed thru Oakland, Ill., Dec. 30, leaking corn badly at side.—Chas. Henn, Borton, Ill.

L. E. & W. 6606 passed thru Clarence, Ill., Dec. 29, leaking yellow corn at one end.—Frederick Grain Co.

Georgia 7100 passed thru Washita, Ia., Dec. 24, northbound, leaking barley over truck and at end.—Kennedy & McGonagle.

I. C. 37667 passed thru Irene, Ill., on Dec. 23, loaded with white oats, and leaking badly at door.—Geo. W. Banks.

P. R. R. 581039 was backed off a siding at Cumberland, Md., Dec. 20, with drawbar pulled out and leaking corn badly.—Marley & Co.

D. L. & W. 34864, loaded with oats, was unloaded at Kellogg, Ia., on account of broken flanges, on Dec. 18. The oats were shoveled from the car to the ground.—F. L. Phipps, mgr. Farmers Elvtr. Co.

L. & N. 12126, loaded with barley, was wrecked Dec. 18 in the yards at Kellogg, Ia. The barley was dumped on the ground and the car rolled over the dump on Dec. 18.—F. L. Phipps, Mgr. Farmers Elvtr. Co.

M. C. 42339 passed thru North Baltimore, O., Dec. 18, leaking yellow shelled corn badly, at side sill. Was not repaired. Bore car seal B&O 111.—Fred Kalmbach.

Wabash 62281 passed thru Tolono, Ill., Dec. 16, leaking freely over bolster at side. Loaded with yellow corn. No repairs made.—Horton Bros. & Co.

W. C. 6970 leaking on side track at Harvey, N. D., Dec. 15, was taken to side track to repair.—Geo. Billigmeier.

N. Y. C. & H. R. R. 92428 was set out at Dimock, S. D., Dec. 14, leaking mixed corn between siding and floor sill. Leak was repaired.—S. L. Chapin, Luverne, Minn., with Randall, Gee & Mitchell Co.

TRADE TERMS were designed primarily to facilitate communication between members of the trade, in brief terms, yet in clear terms that would admit of no misunderstanding. The old terms "immediate," "quick" and "prompt" have been eliminated from the rules of most of the exchanges and thrown into the scrap heap with "business days," because they had a different meaning in different sections of the country and led to many misunderstandings and expensive lawsuits. By substituting the term "calendar days" the progressive men of the trade have made it easier for many different sections of the country to understand one another, made it more difficult for them to misunderstand one another. The rule-making bodies, who have not yet fallen in with the "calendar day" reform should resolve that 1913 will soon find them on the band wagon with the other progressive rule-making bodies.

WOULD-BE grain shippers, who are unable to obtain cars, should profit by the experience of Mr. Roe, recited in our report of the Tuscola experience meeting recently. Mr. Roe, having sold grain for early shipment and being unable to obtain cars, was worried to the point of consulting attorneys, with the result that he presented to the station agent a written order for the exact number of cars needed to transport his corn, with a statement that the corn was sold for early delivery, that it was in his elevator ready to be loaded, and that unless he was supplied cars, so that he could fill his contract, he would hold the railroad company liable for any loss which might result. Needless to say he got his cars. Every shipper will get cars if he will persist in making direct demands in writing upon the railroad company and see to it that its representative acknowledges receipt of the order for cars. The longer grain elevator men hesitate to make emphatic demands upon the railroads, the longer will their needs be ignored.

MILLERS who buy wheat from terminal market mixers continually protest against the line grade stuff shipped to them. They also protest against conditions which permit of the same grade of grain varying in price from 5 to 10c the same day in the same market, and demand federal regulation and grading as the one solution of their trouble, overlooking the fact that they have the remedy in their own hands. It is not necessary for the politicians to take over any more inspection departments. That would not help buyers or sellers. Millers who want good milling wheat of uniform quality can generally get it by buying track grain or by buying grain subject to the approval of the official sampler. Then too, it makes some difference who the seller is. The millers have ample opportunity to benefit by the experiences of one another, and it would seem absolutely inexcusable for them to be imposed upon repeatedly by the same sharp practice. Superior milling wheat is always obtainable, but none can expect to buy it at the price of low grade in a terminal market.

NORTH DAKOTA voters have shown their venom against Minnesota and Wisconsin terminal elevator men and inspectors by approving an amendment to the constitution empowering the legislature to provide for the erection of grain elevators in Minnesota and Wisconsin, designed, of course, to handle the grain of North Dakota farms. The expenditure is unnecessary, and the whole movement is founded on prejudice, fostered by hatred and prompted by misrepresentation principally on the part of Senator McCumber, who is anxious to keep the issue alive.

SPOILED CORN goes to make up a great deal of the damaged meal in the South, government reports on samples purchased in the open market showing 10% made from spoiled corn. The intimate connection between corn and pellagra brot about this investigation, as reported by R. E. Doolittle, Acting Chemist, Dept. of Agriculture.



The Don Quixote of the Grain Trade Persists in Charging the Windmill.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

LIGHT WANTED ON MERCANTILE AGENCY.

Grain Dealers Journal: We wish to inquire if any of your readers have had any experience with Bard & Widen Merc. Agency of St. Louis, Mo.? If any grain dealers have patronized them we would be pleased to know with what success. Any information will be appreciated.—Early Grain & Elevator Co., Amarillo, Tex.

ASKS EXPERIENCE OF DEALERS WITH MOISTURE TESTERS.

Grain Dealers Journal: I have read several articles on the moisture tester from the employes of the Agri. Dept. and the arguments seemed reasonable. So many dealers are installing testers they must be a good thing. I would appreciate very much a line from grain dealers who are using moisture testers in their business. I wish to know how they use them and of what advantage they find them.—K. C. O.

LIABILITY OF CARRIER FOR FULL DELIVERY.

Grain Dealers Journal: We wish information in regard to the effect of the recent decision of the Supreme Court of the U. S., holding that contracts of railroads and express companies, limiting their liability for loss of shipments to small sums, are not subject to state laws, but to federal laws. It is also reported that the court held that contracts limiting liability to a small sum, in return for a low rate, were not in violation of the Interstate Commerce Law.

We have always been able to collect our claims for loss of grain in transit, whether cars were reported leaking upon arriving at destination or not. Sometimes we have found it necessary to bring suit against the railroad, but we have always secured settlement before the case came to trial. We would like very much to know whether this decision of the Supreme Court will prevent our collecting our claims for shortages in shipments of grain. Can claims be collected as heretofore, whether leak is shown or not?—Yours very truly, H. L. C.

Ans.: The courts have frequently ruled that carriers are duty bound to deliver at destination grain loaded into cars. The condition of car at destination is not proof positive that the shipper failed to place the amount claimed in car. The carrier has the privilege of weighing the grain before issuing B/L or its agent can witness the weighing of the grain by the shipper. If it fails to provide proper weighing facilities for the grain, then it must accept the shippers' weights.

Shippers will always be entitled to have delivered at destination all grain entrusted to carriers for transportation, unless by reason of a reduced rate they assume the liability for loss themselves, but such a contract must be specific, and the shipper must be granted reasonable reward for assuming the liability. The courts have long held

that the carriers must perform their part of the contract for transportation, or make good to the shipper any loss resulting thru their failure, hence it is not likely that this late decision of the U. S. Supreme Court will in any degree change the liability of the carrier.

In our department devoted to "Supreme Court Decisions" will be found digests of many decisions upholding the right of the shipper to receive delivery of all grain entrusted to the carrier for transportation.—Ed.

PROPER AUTHORITY ON FREIGHT RATES?

Grain Dealers Journal: Will you kindly advise us who and where is the proper authority to consult in regard to the legal freight rate on a grain shipment?—I. T. N. & Co.

Ans.: If the shipment is one of interstate commerce, you should address the Interstate Commerce Commission, Washington, D. C.; if intra-state then you should address the Railroad & Warehouse Commission, Springfield, Ill.

BOOKING FOR THE GRAIN ELEVATOR.

Grain Dealers Journal: In the "Asked-Answered" column of the last number of the Grain Dealers Journal was a letter from Sunflower asking for a simple system of accounting for a grain elevator.

One requirement of the desired system is that it should enable the proprietor to know whether or not the business is being conducted in his interest. A public accountant or professional auditor would answer this part of the letter something like this. If you are not an experienced auditor no system will give you this information without examination of the books and records kept by your manager. In order that this examination may be thoro, it should be conducted by one who has had experience in this line of auditing. Checking the postings from books of original entry to the ledger does not constitute a complete audit.

Another requirement is that this desired system shall be simple and yet protect against invisible losses. It is further required that it shall reduce the possibility of error or fraud to a minimum.

Keeping accounts and records for a grain elevator does not require a complicated set of books. There are several systems or methods of accounting, now in use at small elevators or shipping stations, that are simple and yet give all desirable information regarding the business done. Altho these systems are simple a full explanation of them, or one of them can not be given in a brief article. However, a suggestion as to safeguards that may be conveniently used in conjunction with most of the systems now in use will probably be appreciated by both managers and employes where such methods are not now in use. With this in view the following is suggested.

In cases where the manager keeps the books, has general supervision of the affairs of the business and has one or more men to attend to dumping, elevating, loading grain and delivery of coal, grain, etc., to local customers this plan may be adopted. Require the elevator man to keep a book, or several books as may be required, in which he shall enter every load of grain dumped, the kind of grain and into which bin it is put when elevated.

He should enter all coal, grain, etc., delivered from the elevator and yard showing kind, quantity, date and to whom delivered. He should enter in his car book

the kind and quantity of grain loaded, the date and car number. In some cases it is preferable to use properly printed slips of paper numbered consecutively.

The manager checks up his work by these slips or books kept by the elevator man and is able to detect omissions. When the manager's books are audited the elevator man's record furnishes a verification of entries, saves much time and lessens the cost of the audit. The elevator charge and credit slips consecutively numbered serve the purpose better than books, with or without stubs or carbon copies.—Artemas R. Hopkins, Chicago, Ill.

IS N. E. G. CORN IN PHILADELPHIA BETTER THAN NO. 3?

Grain Dealers' Journal: I have heard that the grading of N. E. G. corn in Philadelphia calls for a better quality of corn than does the rule describing No. 3 corn. Any light the Journal can give me on this subject will be greatly appreciated by myself and other readers.—T. L. R.

Ans.: The only changes made in the rules are those relating to the grades of rejected and no grade oats. Rejected are now called "No. 4," and no grade "Sample." The general note for "No established grade" admits all sound grain that may from any cause be barred out of the regular sound grades, therefore any corn that is inferior to the grade of No. 3 cannot be graded no established grade, it must be No. 3 or better.—John O. Foering, chief grain inspector, Commercial Exchange, Philadelphia, Pa.

LIABILITY FOR OVERBILLING?

Grain Dealers Journal: We have recently suffered loss by shipper overbilling shipments. The Bs/L were marked to contain almost twice the amount of wheat that was actually in the cars. How can we recover our loss?—O. W. Cox Grain Co., Woodward, Okla.

Ans.: If the overbilling arose thru an oversight or clerical error the shipper on being advised of the facts should make good the amount that he was overpaid on draft.

If the overbilling was intentional with the purpose to secure payment for more grain than shipped, and settlement is refused, the buyer can bring suit.

A shipper overbilling and refusing to settle is guilty of fraud, and may be prosecuted criminally for "obtaining money under false pretenses."

The Interstate Commerce Act provides a penalty of \$5,000 fine or two years' imprisonment for false billing; but this applies only where the shipper has underbilled to defraud the carrier in freight.

HAVE SHIPPERS RECOVERED FOR LOSS WHEN NO LEAKAGE WAS REPORTED?

Grain Dealers Journal: The railroad companies pay claims for loss of grain in transit when there is a leakage reported or the car broke down or grain was transferred; but refuse to pay claims when they do not find any trouble with the car along the route.

We started suit on a number of claims of this class refused by the C. & N-W. Ry. Co., and won in the district court. Being refused a new trial the railroad company took an appeal to the Supreme Court.

We understood many other shippers have brot suit on similar refused claims and we would like to learn thru Asked & Answered column whether any of these cases have been disposed of by the supreme courts.—A. J. Zingre, sec'y Independent Grain & Lumber Co., Mason City, Ia.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

QUICK TRANSPORTATION OF CORN.

Grain Dealers Journal: In the Journal for Christmas I notice a brother dealer boasts of the quick transportation of a car of grain from Illinois to Connecticut. From recent experiences I know that the Wabash R. R. has those other lines skinned a mile. They are simply not in it.

On Nov. 19th, 1912, our company loaded a car of corn and billed it to Dumont, Roberts & Co., Detroit. It arrived in Detroit Dec. 28th, 1912, "heating." The Wabash is really a world beater when it comes to quick transportation. During the month of December we received 11 empties, notwithstanding our house was full to the eaves. We have one car which has been loaded and standing on the tracks here for 4 days. It is billed via the Detroit R. R., but the Wabash will not move it.—West Lebanon Grain Co., West Lebanon, Ind., Sam Erskine, Mgr.

CARLOAD MINIMUMS IN C. F. A. TERRITORY.

Grain Dealers Journal: Since the issue of a circular from this office, Dec. 1, 1912, on the subject of Carload Minimums, the Official Classification Committee has modified the rule to read as follows:

"NOTE 1—In ordering cars for grain, the minimum carload weight of which is subject to this Note, the shipper must order these cars of weight capacity equal to or in excess of the minimum carload weights prescribed, (which is Oats 40M, Shelled Corn 56M, Wheat 60M pounds.)

"Whenever practicable cars of weight capacity equal to or in excess of the minimum carload weight prescribed will be furnished, and when available they must be used.

"If the carrier is unable to furnish a car of weight capacity equal to or in excess of the prescribed minimum carload weight and a car of less weight capacity is available, such smaller capacity car will be furnished and the minimum weight to be charged therefor will be its marked capacity, but in no case less than 40,000 pounds."

The above rules have been interpreted by P. M. Collyer, Chairman of the Official Classification Committee, as follows:

"The statement in paragraph 1 that the shipper must order cars of weight capacity equal to or in excess of the minimum carload weights prescribed, is understood as meaning that the shipper may not order cars of less capacity than the minimum weight, but may order cars of greater capacity if he is prepared to ship in quantities greater than the minimum. Where grain is shipped subject to a tariff that makes its minimums those of the Official Classification, the shipper will have the right

to load the cars of greater capacity than the minimum weight and the load will be taken at its actual weight subject to the specified minimum. In other words, the minimum weight will not be fixed by the capacity of the car for those cars that have a capacity in excess of the specified minimum weight."—Respectfully, Chas. B. Riley, Sec'y. Indiana Grain Dealers Ass'n., Indianapolis.

PLACE GRAIN IN BETTER CONDITION.

Grain Dealers Journal: Grading grain means determining into which class its merits will place it. If corn, moisture content will properly be the first and most important consideration. After that, in all grain, soundness and whether well cleaned, etc. Since a car of grain must necessarily be classed like the worst grain in the car great care should be given to cleaning and making the grain uniform in quality throughout the car. The shipper must eventually suffer if he loads bad grain with good grain, no buyer will purchase the car except on basis of the price of the bad grain, and if the shipper will stand in the shoes of the buyer he will appreciate the justice of this position.

The other five-sixths of the time of the shipper can be profitably devoted to the making of the grain he loads uniform as possible in soundness, cleanness, etc. Its increased excellence will doubtless find an appreciative buyer at an advanced price.—Yours truly, Caswell E. Rose, Nashville, Tenn.

FROM A GRAIN DEALER AT PLAY.

Grain Dealers Journal:—The photograph reproduced herewith will show why I have not taken time to inform my many friends in the trade of my whereabouts.

Since I left Illinois in August I have been touring Southern California and doing my part to keep John Rockefeller from the poorhouse. I have ridden three thousand miles since September 14th. The photograph was taken en route between San Diego and Los Angeles in a little valley. The country is very mountainous for one hundred and thirty miles, but the roads are smooth. We made two hundred and forty miles the day the photograph was taken, notwithstanding we were continually passing beautiful scenery.

My Matheson Six, which took such an active part in the meeting of the Illinois Association is behaving splendidly here in the mountains.

While at San Diego we drove over into Old Mexico, took some photographs and mailed some postal cards, just to help the Government. I was anxious to take the Mexican fort, but that privilege was denied me. The fort was more like a playhouse which would be completely demolished by one shot from a fifteen-inch gun. Two hundred and fifty soldiers loafed about the old frame building, of which most of the windows had been broken. A mud fence, waist high, surrounded the fort. As we drove by the sentinels walked to and fro, while the rest of the soldiers whiled away the hours shooting craps.

We were indeed glad to get back in the U. S.; even the atmosphere seemed different. We are located at Long Beach, Calif., the greatest spot on earth for tourists, old maids, bald-headed bachelors and widows.

I am looking forward to meeting all my old friends at the June meeting of the Illinois Assn. Always smiling,—J. E. Collins, formerly of Garrett and Atwood, Ill.

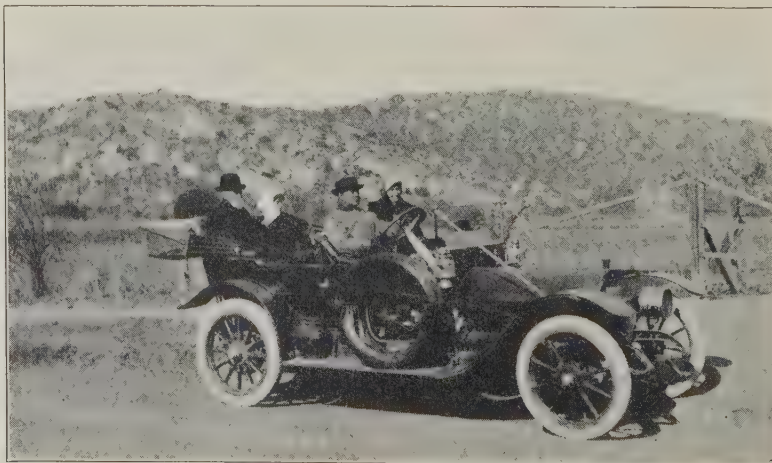
MEMPHIS GRANTED REDUCED AND RESHIPING RATES.

Grain Dealers Journal: Cyrus B. Stafford, freight commissioner of the Memphis Merchants Exchange, some three years ago, took up the question of freight rates with the various roads, and fought his way, finally placing his case before the Interstate Commerce Commission, resulting in an opinion, holding that the carriers are discriminating against Memphis and also holding that Memphis is entitled to proportional or reshipping rates if granted to the competing markets, thereby upholding all of the contentions of the Memphis dealers.

The Frisco acknowledged the justice of demands of the Memphis dealers and effective Jan. 3, issued a tariff to the principal jobbing points in the Mississippi Valley and effective on Jan. 7, issued a tariff to the local points. In addition, the Frisco has reduced the rate on coarse grain from St. Louis to Memphis, 1c per 100.

The Illinois Central has persistently refused to accord proper rates to Memphis and has submitted to the Commission a tariff, which the grain dealers contend does not in any way comply with the opinion of the Interstate Commerce Commission.

In substance, this tariff requires payment of the local rate, to and from Memphis and when evidence is submitted,



J. E. Collins, Wife and Grandfather Seeing California.

showing the outbound movement, a refund is made, reducing the inbound charges sufficient to protect the thru rate. This does not give any relief whatever to the mixed feed industry and necessitates a continuation of extremely burdensome transit restrictions.

The credit of this success lies with Mr. Cyrus B. Stafford entirely.—H. J. Hasenwinkle Co., Memphis, Tenn.

STUDY BOOKKEEPING DURING SPARE TIME.

Grain Dealers Journal: In answer to Illinois Grain Buyer on "Side lines" will state that in studying this proposition I believe that the average country grain dealer could do nothing better during his spare time than to study bookkeeping, providing he is not a competent bookkeeper. I believe that the key to the grain dealer's success is in keeping a complete set of books. I do not mean just keeping a cash account only; but keep each cereal separate, both purchases and sales and keep track of his expense and by all means run the business separate from any other business he might have. A better way would be to put himself on a salary from his own elevator so that he can tell exactly what the elevator is doing at all times.

A great many grain dealers are good corn men, but lose money on their wheat and vice versa. If they would keep separate accounts they could see where they are short and could better their lot.

So far as running side lines is concerned I do not know what a grain dealer could put on that would work handily with his business outside of the coal and feed business. I believe 75% of the grain dealers could spend their spare time for the next year in studying bookkeeping and make it the most profitable investment they ever made.—Yours very truly, Chas. A. Geiger Grain Co. By Chas. A. Geiger, Topeka, Kan.

SUGGESTS INDEX FOR REPORTS OF LEAKS.

Grain Dealers Journal: As I look over the various features of the Journal, I find two departments of especial interest and assistance in my work, and have made valuable use of both. One is the reports of cars seen "Leaking in Transit," the other the digests of "Supreme Court Decisions." I wonder if you preserve these reports and file them for ready reference, so that you could tell at once if any stated car had been reported leaking? I find it almost impossible to keep in touch with the actual car numbers, so as to check up each claim, many of which do not reach me until they are a year or more old. If some complete system of indexing this information was provided, I feel certain that shippers making up claims would frequently refer to it. Doubtless many would gladly pay for the information, if they knew you had it compiled for ready reference, so that they could send car numbers and dates.—C. B. Riley, Sec'y, Indiana G. D. Ass'n, Indianapolis.

Ans.: Up to the present writing we have been able to supply the desired information to those who have given us the date of their shipment and the date of its arrival at destination. With the date we can readily search the numbers of the Journal published about that time and determine whether or not any leaks were reported to us. We find that grain dealers as a rule report leaks as soon as they see them, so the information is generally fresh at the time of publication. We will

gladly check up our reports for any dealers who see fit to send us dates, car numbers, initials and points of origin.—Ed.

AGITATION AGAINST HANDLING IN BAGS.

Grain Dealers Journal: We can report no changes in the grain situation here. Considerable agitation is going on in regard to abandoning the use of sacks for handling grain, and handling through elevators. Now all grain is handled in sacks. We use a two-bushel burlap sack for wheat, and a three-bushel sack for oats. The grain is run into the sacks from the thresher, sewed up and piled in the field until the farmer is ready to haul it. Then the sacked grain is piled in the warehouses and shipped out in sacks. The sacks cost generally 8 or 9 cents. Sometimes they are sold as low as 6 cents. Last season the price was 12 cents, which is the cause for the present agitation.—Fairfield Farmers' Alliance Warehouse & Elevator Co., Fairfield, Wash.

SUGGESTS FEED GRINDING.

Grain Dealers Journal: Feed grinding is in my opinion the most suitable, convenient and profitable side line for the country elevator operator to carry in connection with his grain business. Practically everyone of the grain man's farmer patrons buys ground feed for his stock, and in addition the townspeople furnish a steady demand. Further, grain men employing a feed mill can dispose of their off-grade grains at a better price as feed, than by shipping it out as grain.

Feed grinders or mills can be easily and cheaply installed in most elevators, so that grain can be obtained without much extra spouting, and power without much additional machinery.

Feed grinding often brings in the handling of poultry and stock foods and supplies, and most elevators are located in towns of sufficient population to make the lines not only time-users, but money-makers.

In selecting a side-line the elevator man should consider what will interest the farmer and bring him to the elevator oftener. Even a moisture tester will help to establish closer business relations.—A. R. B.

THE VALUE OF THE CUT-OFF.

Grain Dealers Journal: In the Journal of Dec. 25th we noticed an article on "Bookkeeping for the Grain Elevator" by Artemas R. Hopkins, wherein he takes exception to the value of the cut-off in determining the balance of accounts in connection with the accounting of country elevators.

I believe that the lack of a cut-off is the cause of more trouble in country elevators than Mr. Hopkins imagines.

We all know that a stock account well kept ought to show the amount of grain in the elevator or in transit, but in the houses not equipped with reliable automatic scales the natural shrinkage on every car is always credited to the stock on hand unless the cut-off shows exactly just what this natural shrink happens to be.

Cars may be well coopered and the shrink may be light, then again we may have a car leaking in transit and the loss heavy, a fair average we find is five bushels for every car shipped.

Notice the trouble some of the managers of farmer elevator companies get into when this cut-off has been delayed for several years. The shortage is finally discovered and the manager charged with

theft, whereas if he had made frequent cut-offs in his run of business and charged up every shortage in his grain account the total would never have grown to thousands of bushels before it had been noticed.

My experience in the country grain business has been in favor of cut-off as often as it can be obtained.—Respectfully yours, H. C. Vollmer, Lstant, Ill.

EXPENSIVE ERRORS IN Billing.

BY A RECEIVER.

It seems strange that grain men are so careless about handling their Bills of Lading. We state on our confirmations "Be sure to send invoice with your Bills of Lading and state kind, color and amount of grain loaded."

In spite of this warning we receive Bills of Lading every day without any invoice. If we receive an invoice, it frequently fails to state where the corn is sent or what the capacity of the car is. Shipper should fasten his invoice to his Bill of Lading and state very plainly how he has billed the car and by what route, give the kind, color and amount of grain loaded together with the price per bushel, and state amount of draft.

The next thing to consider is the amount of his draft. Too many shippers shut their eyes and draw a draft, whether it be large or small. They forget about the corn missing grade or that there may be less corn in the car than estimated. They should always leave ample margin for contingencies. It leaves a better impression, and if they are doing business with a reliable firm they are not out the money very long and business is done much more satisfactorily.

In looking over the Bills of Lading we find that often the date is omitted, this invalidates the Lading and especially is this the case if the contract has nearly expired. Sometimes the name of the originating station is left off and of course that is against the rules of the trade. Again no routing is given. This is not always necessary, but is quite essential, as it prevents the R. R.'s making the long haul to get the grain to destination.

In the case of export grain routing instructions are absolutely necessary especially for Baltimore, as this year only the Pennsylvania and B. & O. export elevators are eligible to receive export grain. Cars without routing might go in over the Western Maryland and if that should happen, they would not be received at any of the Export elevators.

The notation "For Export" is also frequently left off. Grain men of all men should remember that this notation *must* be placed on their Ladings. It means two or three cents a hundred pounds to them.

Frequently car numbers are left off, or the shipper has failed to sign the Lading, or the agent of the R. R. has failed to append his signature.

One of the most frequent mistakes is the failure to endorse the Bill of Lading. We call the shipper up on the telephone and ask for his permission to endorse the Lading for him and of course the shipper is very willing to grant this permission in order to save car service charges.

We suggest as one of your New Year's Mottoes "I will be more careful about the most valuable piece of paper I handle, and will exercise this care by looking over every Bill of Lading on which I draw draft."

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man.—The wheat yield this year, 58,433,579 bus., compared with 61,058,786 in 1911; oats, 87,190,677, compared with 73,786,683; barley, 33,795,191 compared with 23,999,239; flaxseed, 2,671,729, compared with 1,205,727; rye, 202,605, compared with 136,067. Area under wheat this year smaller than last which accounts for the decrease in the production of that grain. The acreage of each crop this year follows: wheat, 2,823,362 acres, compared with 3,339,072 in 1911; oats, 1,939,982, compared with 1,628,562; barley, 962,928, compared with 759,977; flax, 196,315, compared with 85,836; rye, 10,305, compared with 6,617. Total crop 182,357,494 bus., compared with 160,232,487 bus. for 1911, the increase being uniform in all grain except wheat. Total acreage prepared for next year, 1,945,223 acres; outlook excellent.—Manitoba Dept. of Agri.

ILLINOIS.

Odell, Ill., Dec. 20.—This is the largest grain shipping station on the Alton road. Shipments amount to about 1,250,000 bus. annually; as many as eleven cars in a day have been shipped from this point. Elvts. are receiving large quantities of new corn, most of it of good quality. Just now a great deal of good white corn is coming in. The usual complaint of car shortage is heard. Today there was offered for sale, by sample, about 1,000 bus. of the finest white oats that have been seen here this year.—A. R. H.

INDIANA.

Willow, Ind., Jan. 4.—Wheat looking well; corn all harvested; quality good; good yield.—R. H. Kinder.

Markle, Ind., Jan. 7.—Corn and oats moving fairly well; considerable amount of oats out and only a moderate percent of corn marketed.—J. F. Pllice.

IOWA.

Washita, Ia., Dec. 25.—Plenty of stuff to be moved but cars are hard to get. Lots of corn damp but we have put in moisture tester and buy by test; only 2 cars of corn out of this station so far. Farmers willing to sell at 35c and oats at 25c or better.—Kennedy & McGonagle.

KANSAS.

Cheney, Kan., Jan. 6.—Crops good; some corn being shipped out, mostly by track buyers who are paying 2c more than dealers' prices on track; prospects for wheat crop good; most of it being pastured.—R. Lowe, mgr. Cheney Grain & Elvtr. Co.

The United States weather record for 13 stations in Kansas, Missouri and Nebraska, shows that at all but 4 stations the variations from normal precipitation from Sept. 1 to Dec. 1, show an excess above normal during that period which covers the growing season up to the time that the wheat became dormant. In view of the fact that a good part of Kansas and Nebraska produced record crops on from 56% to 75% of their normal moisture, it would seem that the trade is a little premature in attempting to destroy a crop by drought at this period of its growth.—J. E. Carney of J. Simons & Co.

MICHIGAN.

Lansing, Mich., Jan. 7.—In answer to the question, "Has wheat during December suffered injury from any cause?" 130 correspondents in the state answer "yes" and 293 "no," and in answer to the question "Has the ground been well covered with snow during December?" 35 correspondents answer "yes" and 401 "no." Total amount of wheat marketed during December, 153,757 bus.; total marketed in 5 months, August-December, 2,750,000 bus.; 91 mills, elvtrs. and dealers report no wheat marketed during December.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

St. Peter, Minn., Jan. 3.—No grain moving to speak of; farmers holding for better prices. All crops good; 70% still in farmers hands.—E. J. Matterson.

Minneapolis, Minn., Jan. 7.—The situation in the Northwest is somewhat peculiar this year, and while we have raised a large crop the demand has been such that it has largely disappeared in unusual channels, and the extensive advertising which the newspapers have given in regard to the enormous crop has no doubt tended to put the price very much lower

than it should have gone. There never has been a more active demand for good milling wheat in our market than exists today, and premiums are fast narrowing up on the May option. We look to see No. 1 northern wheat sell in Minneapolis at 2c over May within 30 days, and think before we harvest the next crop the query will be as to what has become of all of the wheat of the crop of 1912.—J. H. Riheldaffer of J. H. Riheldaffer Co.

NORTH DAKOTA.

Harmon, N. D., Jan. 4.—Grain moving slowly; 50% still in farmers hands.—Subscriber.

Carson, N. D., Dec. 21.—About 20% of grain still in farmers hands.—A. A. Van Hagin, agt., Occident Elvtr. Co.

Lawther, N. D., Dec. 28.—Grain good quality; most grain good for seed.—Henry Bellman, mgr., Farmers Equity Exchange.

OKLAHOMA.

Enid, Okla., Dec. 31.—The winter in northern Oklahoma has been ideal so far; growing wheat never looked better; with reasonable moisture our prospects are better than they have ever been since we were in the state. The wheat is nearly all sold; little remains in farmers hands. Will not have corn enuf for feed and will ship in. Kafir corn receipts extremely light; will not ship 1/5 as much kafir as last year.—Randels & Grubb.

Oklahoma City, Okla., Jan. 6.—Wheat acreage this fall shows a slight increase over 1911; while growth has not been so rank, possibly on account of late seeding, it is in a healthy condition and gives promise at this time of a bounteous crop for 1913. The last general rain extending over the entire wheat belt occurred early in December, and it was predicted at that time that a sufficient amount of moisture was in the ground to carry our wheat thru. If a report is in circulation to the effect that the Oklahoma wheat crop is in danger, it is without foundation.—C. F. Prouty, sec'y Oklahoma Grain Dealers Ass'n.

SOUTH DAKOTA.

Irene, S. D., Jan. 6.—Corn crop 15% lighter than last year; quality much better. Oats 40% more; quality also much better; farmers holding.—Lars Aggergard.

WISCONSIN.

Muscoda, Wis., Jan. 6.—Little grain shipped from here; nothing but barley and rye will go out.—McIntyre Elston Co.

Final Estimate of 1912 Crops by U. S. Department of Agriculture.

(Three 000 Omitted.)

State.	CORN.		WINTER W'T.		SPRING W'T.		OATS.		RYE.		BARLEY.		BUCKW'T.		FLAXS'D.		HAY.	
	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Bus.	Acres.	Tons.
Maine	16	640			3	70	133	4,602			4	105	14	412			1,231	1,428
N. H.	23	1,058					12	468			1	28	1	31			501	626
Vermont	45	1,800			1	25	77	3,311	1	20	13	455	8	240			1,010	1,515
Mass.	47	2,115					8	272	3	56			2	42			477	596
R. I.	11	456					2										58	66
Conn.	60	3,000					11	338									379	436
New York ..	512	19,763	335	5,360			1,192	36,714	128	2,112	82	2,132	277	6,593			4,720	5,900
New Jersey ..	273	10,374	79	1,462			67	1,849	72	1,260			12	264			362	521
Pa.	1,449	61,582	1,240	22,320			1,099	36,377	282	4,935	7	192	306	7,405			3,173	4,537
Delaware	195	6,630	111	1,942			4	122	1	14			4	64			72	96
Maryland	670	24,455	599	8,985			45	1,850	27	418	4	108	12	210			381	575
Virginia	1,980	47,520	741	8,596			175	3,885	48	600	10	250	24	516			741	889
W. Va.	725	24,505	293	3,378			111	3,108	17	221			37	888			745	1,028
N. C.	2,808	51,106	598	5,322			204	3,794	44	409			10	175			293	381
S. C.	1,915	34,278	79	727			324	6,966	3	28							194	223
Georgia	3,910	53,958	132	1,228			364	7,571	11	101							234	316
Florida	655	8,515					43	740									43	54
Ohio	4,075	174,410	1,220	9,760			2,120	93,280	57	884	20	620	21	410			2,960	4,026
Indiana	4,947	199,364	1,260	10,080			1,990	79,799	64	928	9	266	5	95			1,885	2,582
Illinois	10,658	426,320	1,183	9,819			4,220	182,726	48	768	57	1,796	4	88			2,512	3,266
Michigan	1,625	55,250	700	7,000			1,485	51,826	370	4,921	87	2,262	64	1,088			2,395	3,185
Wisconsin	1,632	58,262	87	1,696	101	1,868	2,272	84,746	341	6,240	845	24,843	17	289	10	125	2,250	3,600
Minnesota	2,266	78,177			4,325	67,038	2,948	122,932	262	6,026	1,490	42,018	6	126	404	4,121	1,661	2,541
Iowa	10,047	432,021	300	6,900	350	5,950	4,928	217,818	35	665	470	11,570	7	133	35	402	3,537	4,952
Missouri	7,622	243,904	1,900	23,750			1,125	37,125	15	222	6	149	2	30	12	72	3,187	4,143
N. D.	328	8,758			7,790	143,820	2,300	95,220	48	864	1,176	35,162			1,246	12,086	364	510
S. D.	2,495	50,820			3,675	52,185	1,550	52,390	16	312	887	23,062			619	5,323	460	672
Nebraska	7,609	182,616	2,825	50,850	298	4,202	2,275	55,510	55	880	113	2,486	1	18	2	19	1,150	1,552
Kansas	7,575	174,225	5,900	91,450	56	840	1,720	55,040	30	477	176	4,136	1	16	50	300	1,627	2,440
Kentucky	3,600	109,440	686	6,860			150	4,035	21	273	3	73					815	1,002
Tennessee	3,332	88,298	674	7,077			258	5,599	17	196	2	52	3	54			888	1,154
Alabama	3,150	54,180	30	318			260	5,200	1	12							209	261
Mississippi	3,196	56,840	8	96			113	1,966									201	297
Louisiana	1,805	32,490					34	707									142	234
Texas	7,300	153,300	735	11,025			865	31,140	2	33	6	176					387	542
Oklahoma	5,448	101,878	1,570	20,096			936	23,494	4	48	8	160			1	9	385	487
Arkansas	2,475	50,490	94	940			175	3,482	1	10							286	352
Montana	24	612	475	11,638	328	7,708	476	22,848	10	235	39	1,424			460	5,520	640	1,216
Wyoming	16	368	32	896	44	1,285	205	8,569	3	57	11	374					452	859
Colorado	420	8,736	193	4,278	260	6,240	290	12,412	25	488	76	2,964			12	96	870	1,905
New Mexico ..	93	2,083	33	660	26	572	53	1,839			2	70					187	436
Arizona	16	528	21	651	2	56	6	263			36	1,440					113	354
Utah	9	270	160	3,840	76	2,219	91	4,222	6	90	25	1,125					368	1,023
Nevada	1	30	15	412	24	725	10	400			12	492					227	681
Idaho	12	394	335	9,614	175	4,952	348	17,017	3	66	159	6,916					692	1,938
Washington ..	31	846	988	27,269	1,297	26,439	284	13,689	9	180	183	7,869					776	1,707
California	52	1,924	370	6,290			200	7,800	8	141	1,392	41,760					790	1,738
Oregon	20	630	630	16,884	212	4,134	359	13,714	22	352	119	4,284					2,500	3,825
U. S.	107,083	3,124,746	26,571	399,919	19,243	330,348	37,917	1,418,387	2,117	35,664	7,530	223,824	841	19,249	2,851	28,073	49,530	72,691

CHICAGO WAREHOUSEMEN Victorious Over Speculators.

Judge Fitch on Jan. 9 gave a decision in the case of Adolph J. Lichtstern v. Rosenbaum, reversing the judgment of the Cook County Circuit Court which had granted Mr. Lichtstern an injunction restraining the J. Rosenbaum Grain Co. from dealing in grain stored in any of the six elevators owned by members of that company.

Under the decision of Judge Smith any individual or corporation owning a public warehouse could not mix grain, even in an outside cleaning house.

Judge Fitch of the Illinois Appellate Court holds that an individual bringing suit to enforce the law has no standing in court unless he can show special loss or injury, and as it is practically impossible for the purchaser of grain represented by public warehouse receipts to show that the grain delivered out on his receipt is not as good as the grain loaded in by the original receipt holder, the elevator operators can ignore all attempts made by speculators and investors to force technical compliance with the law, unless aided by the attorney general. Judge Fitch said:

The order does not, in terms, enjoin or restrain the defendants from doing anything, nor does it in terms, expressly require the complainant to file the specified bond, nor fix any time within which he may file it. It is therefore entirely optional with him when, if ever, the injunction shall "issue." The record does not show that any injunction bond was ever filed, nor any injunction actually "issued." Appellants' counsel state in their brief, and appellee's counsel, conceded, on the oral arguments that in fact no bond has even yet been filed.

It is an elementary principle in the law of injunctions, that "the utmost care should be observed in the granting of preliminary injunctions" and that such an injunction "should only be allowed upon a clear necessity being shown of affording immediate protection to some right or interest of the party complaining which would otherwise be seriously injured or impaired." 1 High on Injunctions, Sec. 10. By the terms of this order, however, the court in effect delegated to the complainant the power of deciding for himself whether his need was urgent or otherwise, and placed in his hands the right to use or not to use, in his discretion, the "strong arm of the court."

Until the complainant shall decide whether he needs an injunction and whether his need is sufficiently urgent to induce him to file a bond for \$100,000, no injunction can "issue" under the order of the court. Until then, the order in itself has no restraining force or effect, for there is nothing elsewhere in the order which either expressly or by implication, enjoins or restrains the defendants from continuing the practice complained of. They could not be punished for contempt for so doing, for the reason that such an order has no force or effect as an injunction until the prescribed condition is performed.

Public Trust.—The argument was and is, that an equitable principle, viz.: a trust, is involved; that while defendants are public trustees and charged with a duty towards the public which will not permit them to own, directly or indirectly, any of the grain stored in their warehouses, or to mix grain for the purpose of sending it to store in such warehouses, as was held in *Central Elevator Co. v. The People*, 174 Ill. 203, and *Hannah v. The People*, 193 Ill. 77, yet there is a special trust in favor of the holders of their warehouse receipts; and that on this principle, the complainant, as one of the *cestui que trust*, may maintain a bill to enjoin any violation of duty by defendants as such trustees. To this argument, appellants' counsel reply that for any violation of the defendants' duty as public trustees, the public only can complain, thru its authorized representative, the attorney general; that no private individual

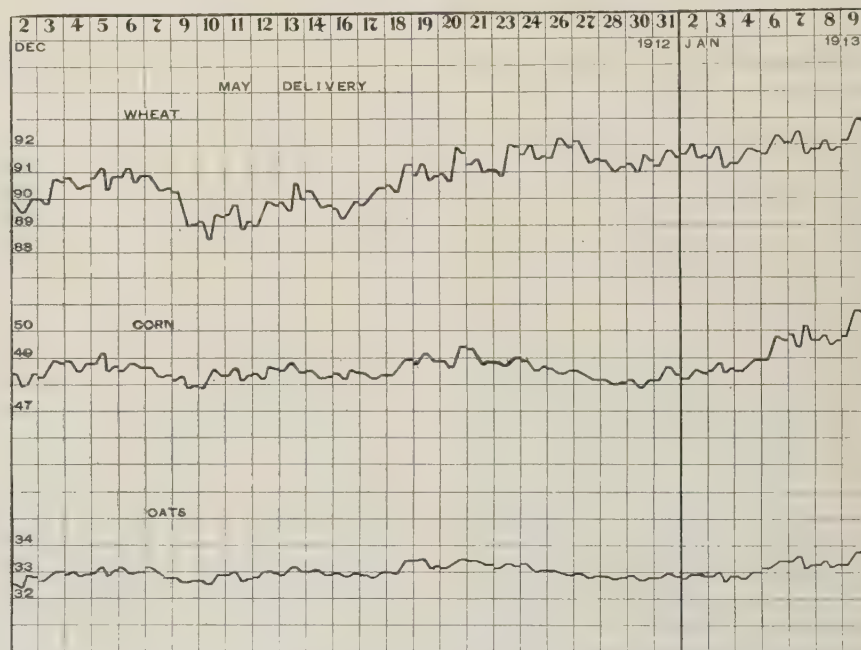
can maintain an action based upon any alleged breach of public duty unless he avers and proves some special injury, different in kind, and not merely in degrees, from that of the public generally.

Lichtstern Had No Right to Bring Suit.—Without undertaking to analyze the numerous authorities cited by counsel in support of their respective contentions, it will suffice to say that from our examination of these, and other authorities, it is apparent to us that the right of the complainant to bring this suit, in the absence of any showing of special injury and particularly his right, as an individual receipt holder, to an injunction which restrain the defendants from continuing an alleged general practice affecting all present and future holders of warehouse receipts in precisely the same manner that it affects him, is so very doubtful, that no preliminary injunction should have been issued. The right to a preliminary injunction under similar circumstances was denied in *Weed v. Roberts*, 49 N. Y. Supp. 366; *Fritz v. Erie City Ry.*, 155 Pa. St. 472; *Ryan v. Williams*, 100 Fed. 177.

For the reasons indicated, the order of the circuit court will be reversed.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats during December and part of January are given on the chart herewith.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Dec. 26	Dec. 27	Dec. 28	Dec. 30	Dec. 31	Jan. 1	Jan. 2	Jan. 3	Jan. 4	Jan. 5	Jan. 6	Jan. 7	Jan. 8	Jan. 9	Jan. 10	Jan. 11	Jan. 12	Jan. 13
Chicago	26 1/2	27 1/2	28 1/2	30 1/2	31 1/2	32 1/2	33 1/2	34 1/2	35 1/2	36 1/2	37 1/2	38 1/2	39 1/2	40 1/2	41 1/2	42 1/2	43 1/2	44 1/2
Minneapolis	86 1/4	85 3/4	85 3/8	85 3/4	86	86 1/4	86 1/2	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4
Duluth	86 3/4	86 1/4	86 1/4	86 1/4	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8
St. Louis	92 3/4	93	92 3/4	92 3/4	92 3/4	93	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4	92 3/4
Kansas City	86 3/8	86 1/8	85 7/8	86	86 1/8	86 1/4	86	86 1/4	86	86 1/4	86	86 1/4	86	86 1/4	86	86 1/4	86	86 1/4
Milwaukee	89 3/8	89 1/8	88 3/4	88 7/8	89 3/8	89 3/8	89 1/4	89 3/8	89 3/8	89 3/8	89 3/8	89 3/8	89 3/8	89 3/8	89 3/8	89 3/8	89 3/8	89 3/8
Toledo	119	116 3/4	116	116 3/4	116 3/4	117	116 3/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4	117 1/4
New York	97 7/8	97 3/8	97 1/4	97 1/4	97 1/2	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8	97 3/8
Baltimore	105 1/2	105 1/4	105 1/4	105 1/4	105 1/2	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4	105 3/4
Winnipeg	86 1/4	85 3/8	86	86 1/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4	86 3/8	86 3/4
Liverpool	104 1/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4	103 3/4
Budapest	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4	129 3/4

MAY CORN.

Chicago	48 1/2	48 1/4	48	48 1/4	48 1/4	48 3/4	48 1/2	48 7/8	49 5/8	49 5/8	49 5/8	49 5/8	49 5/8	49 5/8	49 5/8	49 5/8	49 5/8	49 5/8
Kansas City	46 3/4	46 1/2	46 1/2	46 3/4	46 3/4	46 3/4	47 1/4	47 1/2	48 5/8	48 5/8	48 5/8	48 5/8	48 5/8	48 5/8	48 5/8	48 5/8	48 5/8	48 5/8
St. Louis	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	47 3/4	48 1/4	48 1/4	48 1/4	48 1/4	48 1/4	48 1/4	48 1/4	48 1/4	48 1/4	48 1/4
Baltimore	53	52 3/4	52 1/2	52 1/2	52 1/2	52 1/2	52 1/4	52 3/4	53 3/4	53 3/4	53 3/4	53 3/4	53 3/4	53 3/4	53 3/4	53 3/4	53 3/4	53 3/4
Liverpool	65	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2

*April del. †Feb. del. ‡Spot mixed. °No. 2 red

SHIPPER GIVEN JUDGMENT For Grain Doors.

The decision of the Supreme Court of Nebraska on Nov. 27, 1912, giving a shipper judgment against the railroad company for grain door lumber is the second case of the kind to be decided and confirms the decision of the New York courts in the first case, that of *Leslie G. Loomis v. Lehigh Valley Railroad Co.*, published in full in the Grain Dealers Journal Jan. 25, 1912.

Lee A. Hanks of Cook, Neb., brought suit against the Missouri Pacific Ry. Co. to recover \$271.03 paid out for lumber, nails and labor used in repairing freight cars and making inside grain doors for cars loaded by plaintiff.

Defendant alleged that, by reason of such shipments of grain being of an interstate character, this court is without jurisdiction. The defendant alleges that at the time the plaintiff claims to have furnished such lumber for grain doors the defendant did not have regularly published and filed with the Interstate Commerce Commission, and posted as required by law, any tariff or any provision of any tariff, whereby the defendant promised, or agreed, or was permitted, to reimburse the plaintiff for and on account of lumber so furnished.

Plaintiff alleges that the Interstate Commerce Commission by rule 78 of bulletin 2, of the Conference Rulings of the Commission, made a ruling as follows: "78. Grain Doors. A carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars unless expressly so provided in its tariff." In construing and applying such ruling, the Interstate Commerce Commission held that, if carriers proposed to pay shippers for grain doors furnished by such shippers, where the same were necessary and were actually furnished, carriers should pay the actual cost of such doors with stated maximum allowance per grain door and per car, provided same were covered by their tariffs; that following the ruling of the Interstate Commerce Commission the defendant company thereafter regularly published and filed with the Interstate Commerce Commission an amendment to its tariffs, which became effective Nov. 16, 1908, as follows: "When cars furnished for grain loading, requiring interior doors, are not so equipped by the railroad company, and such doors are furnished by the shippers, the actual cost thereof (when not to exceed \$1.20 per car) will be paid by this company." That such amendment to defendant's tariffs was made subsequent to the time the plaintiff claims to have furnished the lumber for the grain doors in question, such lumber having been furnished from July 26, 1906, to and including January 17, 1908.

The defendant states that payment by it to the plaintiff for the grain doors in question, without authorization therefor from the Interstate Commerce Commission, would be a violation of the Interstate Commerce Act, and would subject not only the plaintiff but also the defendant to a severe penalty.

Judgment was thereupon given plaintiff for \$312.71, with interest from the date of the judgment at the rate of 7 per cent and the costs.

The Supreme Court of Nebraska, after reviewing the foregoing, said:

The provisions of the Interstate Commerce Act are probably intended to prevent favoritism and the giving to one shipper an advantage over another. It is plain that the plaintiff should recover for the labor and material furnished, unless the statute is in derogation of the common law and thereby forbids it. To pay a reasonable and just price for the labor and materials furnished does not of itself give the appellee undue or unlawful preference or advantage. The payment of a debt is not giving an undue preference or advantage. But it is claimed that the rule adopted by the Interstate Commerce Commission wholly prevents the transaction in itself, and that, therefore, there can be no recovery. It is claimed that the transaction is of such a nature that the defendant company might pay one shipper one price for the labor and grain doors and pay another shipper another price, and that there is thereby created a chance to be dishonest and to violate the original intention of the law which forbids discrimination.

Rule 78 adopted by the Commission and set forth in the answer to which the demurrer is interposed makes the reimbursement of shippers for expenses in-

curred in attaching grain doors to box cars unlawful, unless expressly provided for in the tariff of the common carrier. It is alleged in the answer that the defendant filed with the Commission an amendment to its tariffs which became effective Nov. 16, 1908, and that this amendment provided that, when the cars required interior doors and the shipper furnished them, then that the company would pay to the shipper the actual cost of the doors not exceeding \$1.20 per door, and that the amendment was made after the time that the plaintiff claims to have furnished the doors in question. The date fixed in the petition when the grain doors were furnished seems to be from July 26, 1906, to Jan. 17, 1908. The amendment made to the defendant's tariff was Nov. 16, 1908, being about 10 months from the time the last item of the grain doors was furnished. It does not appear from the answer when rule 78 was adopted. Ten months elapsed after the last item of the grain doors was furnished before the tariff required was filed with the Interstate Commerce Commission and became effective. In that 10 months the rule may have been, and probably was, adopted. If so, it was after the grain doors were furnished. There would be nothing in the way of paying for the grain doors if they were furnished before rule 78 was adopted. For anything that appears in the answer, the rule had not yet been created, and was therefore not in existence when the doors were furnished.

Duty to Furnish Fit Car.—It is the duty of the railway company to furnish the shipper a car that is fit to use. Perhaps the railway company fails to do so because of difficulties in the way. It may have been that the car doors have been stolen. Perhaps they have been broken up. At any rate, they are missing, and the agent of the railway company is not in a condition perhaps to furnish the doors, and therefore the shipper may be compelled to rely upon his own ingenuity, labor, and material. Therefore he builds the door and puts it in the car. The rule of the Interstate Commerce Commission is based upon the idea that such an opportunity as this will be utilized by the railway company and the shipper in paying and securing unjust rebates. This reasoning is based upon the assumption that men in an ordinary commercial transaction are likely to have a secret agreement, and that unlawful rebates will be collected to the special advantage of the particular shipper who builds the car doors. We simply take the view that before payment for the grain doors can be forbidden the rule must have been in force when the labor and materials for the grain doors were furnished.

The plaintiff brought the action to recover for labor and material furnished to the defendant. The whole defense was that the plaintiff was engaged in interstate shipment, and furnished labor and material in connection therewith, and that the defendant was forbidden to pay such charges by rule of the Interstate Commerce Commission. A general demurrer to the answer was sustained, and judgment rendered for the plaintiff. It does not appear from the answer that the rule was in force at the time the shipments were made and the labor and material furnished. Of course, the rule could not be retroactive, and the answer therefore states no defense.

The judgment is affirmed.—133 N. W. 750.

Match and Cigarette Hazards.

In spite of the activities of the anti-cigarette workers, the consumption of paper pipes in the United States is increasing with wonderful rapidity. The various subsidiaries and competitors of the American Tobacco Co. report that the sales of the various advertised brands of cigarettes are three or four times what they were a few years ago, and their consumption is apparently increasing much more rapidly than cigars and pipe tobacco.

Since cigarettes have been regarded as prolific sources of fires, partly because of the careless disposal of matches and stubs, and also for the reason that the habitual use of cigarettes is regarded as dulling the moral sensibilities, this growth is naturally attracting the attention of the fire prevention interests. They are now centering their campaign against the habit of carelessness, rather than against the use of matches, cigars and cigarettes, recognizing that this is inevitable. There

is no reason, however, why smokers should not carefully extinguish matches before throwing them away, and should not take pains to see that cigar stubs and cigarette ends are dead or properly disposed of, instead of tossing them carelessly into places where they are likely to start serious fires.

JOHN L. MESSMORE Elected Pres. of St. Louis Exchange.

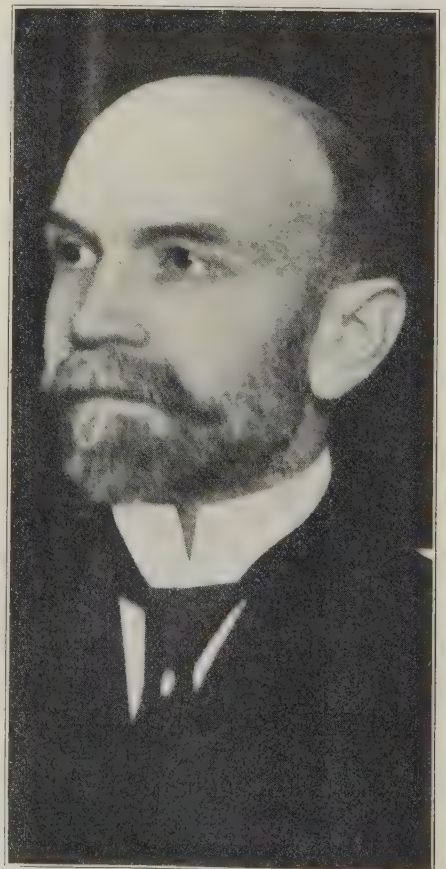
John L. Messmore, who was elected President of the St. Louis Merchants Exchange Jan. 8, has grown up in the grain business.

In early years he entered the employ of W. P. Rickart & Co., St. Louis, as office boy and in 1883 accepted a position as traveling solicitor for Rosenbaum Bros. of Chicago.

Mr. Messmore embarked in the grain business on his own account in 1885 at Pittsburgh, Pa. Returning to St. Louis in 1887, he formed the firm of Ballard, Messmore & Braun, which was later succeeded by the Ballard-Messmore Grain Co.

Mr. Messmore has been identified with the management of the St. Louis Merchants Exchange for some time, being elected Director of that body in 1909, second vice-pres. in 1911 and first vice-pres. in 1912. A portrait of Mr. Messmore is reproduced herewith.

A GRAIN CREDIT bureau is needed by the German Trade, as market conditions make it extremely hard on the operator, for the banks practice restrictions on credits, due to political and money conditions, that force him to appeal to his creditors for extension.



John L. Messmore, St. Louis, Mo.
Pres. Merchants Exchange.

MICHIGAN DEALERS MEET.

A called meeting of the Michigan Hay and Grain Dealers Ass'n was held at the Cadillac Hotel, Detroit, on Jan. 7. The hay trade from the beginning of the season has been so unsatisfactory that it was deemed advisable for the members of the state organization to meet for a general discussion.

Few grain men were in attendance when the president, Mr. Chas. Wolohan, of Birch Run, called the meeting to order.

The situation in the hay trade in Michigan has been unusual this fall in that what hay has been shipped has mostly been overripe, poor color and some of it not sound. The trade has had so much trouble that they have found it very hard to satisfy customers and have not been able to place receipts at the usual difference between No. 1 and No. 2.

At the morning session, after the roll call by Sec'y M. G. Ewer, the association after appointing a committee to consider the same, unanimously endorsed the candidacy of Willis Moore to succeed James Wilson as Secretary of Agriculture.

AT THE AFTERNOON MEETING a general discussion was had looking to a reorganized method of doing business among the dealers in the state. It seemed to be the opinion of all speakers that there was very little future to this year's hay business, as the grade was so low the fewer cars shipped the better. They agreed \$9 was about all that could be paid for No. 2 hay, and that the proper way for buyers was to buy from the farmer on grade in bales.

Mr. Biles of the Saginaw Milling Co., said their buyers had all been disappointed in the general condition this fall, and that they had been paying too much money for a very poor quality. Too much eagerness to buy early hay had established too high a price.

Mr. Todd, of Owosso, stated that Illinois and Wisconsin hay was selling in the south in the markets he had visited and had found it exceedingly difficult to market Michigan grades.

Mr. Sturgess, of Flint, told the members that they should not be anxious to buy hay in the mow, as it always looked better than in the bale, and when dealers quit buying loose and on grade there will be a larger profit in the business. He was very much of a bear on the poor hay that is flooding the market, and that he considered \$10.50 on baled basis for No. 1 fair Timothy would be a fair price to pay the farmer at Flint.

The condition as to the rye crop over the state was also reported bad.

H. G. Morgan of Pittsburgh, urged the members and buyers to sell when there is a demand instead of holding, and told of several of his own experiences of a year ago when hay sold at \$34 in New York.

Henry L. Goeman, of Toledo, spoke of the rye condition over the state, and said there was so much bad that it looked good to some of the buyers.

A letter from B. A. Dean, of Auburn, New York, was read by the secretary, and urged the Michigan boys to be conservative in their purchases for several months, as there is no chance in securing last year's prices and altho they have been able to hold the price fairly steady up to date, this has been on account of scarcity of farm labor and scarcity of cars in which to ship to the markets.

Letter from Chas. England of Baltimore, gave the following view of hay trade conditions:

If I could have an opportunity of saying a few words in person to the members of your Association, I would endeavor with much earnestness to impress upon them the importance of conservative methods in handling hay and grain during this crop year, and endeavor to see things as they are, and not be influenced by past conditions and price records. This is always difficult to accomplish, and it is as hard for me, as for any one else, to shape my views to accord with existing conditions. We all are aware that the hay crop in 1912, while not the largest on record, is so much larger than that of 1911, as to make it worse than foolish to consider values a year ago as in the slightest degree applicable to present conditions. In addition to the large crop in this country, the production of hay has seldom, if ever, been so evenly distributed. This means that in many sections which have heretofore been confidently relied upon as consumptive territory, this year have ample hay, or nearly so, for their requirements, and in which a large percentage of the increased yield of 1912 is found. Other sections, which ordinarily are regarded as the chief sources of supply, may not have more than the average crop, and in some instances even less. This naturally has made producers and dealers in these sections feel that because there is not an abnormal surplus in their locality, conditions justify prices somewhere nearer those prevalent a year ago, and I cannot impress upon you too strongly the necessity of considering the distribution of hay this season as above referred to, remembering that altho Michigan's exportable surplus might not be significantly large, it should be considered in connection with the increased yields in consuming territory, and the latter's effect upon values everywhere. Another consideration is the fact that there has been six months of good pasture, and stock has gotten a large part of its living without the consumption of harvested and stored feed.

There is occasional mention in the press of export business in hay; but this outlet should not be relied upon, or in fact given very serious consideration, as prices here, in connection with ocean freights, which are abnormally high this year, make it impossible for United States hay to be exported to Europe. There is some hay going through this port to Cuba and other West India Islands, but the volume is small, and included in these exports is a considerable percentage of Canadian hay, passing through the States in bond, showing that Canada, even with its short crop this year, would be a competitor with American hay in American markets, if it were not for the duty. With these facts in mind, the price of hay between now and the spring, when the next crop can be fairly determined, is not likely to be upon a high level. Should weather conditions be unfavorable, and the meadows look bad during April and May, then farmers will naturally hold their old hay, and an advance be justified.

Arthur E. Holmes was invited to come over from a lumber men's meeting to give a talk on reciprocal demurrage and the effect upon state legislation in Michigan, in view of the supreme's court's ruling on Monday in the Minnesota case. Mr. Holmes urged the necessity of National legislation for reciprocal demurrage and for the sending out circulars broadcast over the country urging shippers to write their congressmen to vote for legislation along this line. He wants the shippers to furnish congressmen facts regarding delays in transit that they may have a basis to work upon. Local demurrage where interstate hauls are no part of the contract was also considered and as a committee had already been appointed at the Saginaw meeting in September to consider the matter, no further action was taken.

Among those present at the meeting were the following: J. A. Vizard, Monroe, Judson Brothers, Durand, C. J. Miller, Swartz Creek, Mr. Whitcomb of Cincinnati, Perrott & Stewart, Breckenridge Hay Co., Tuffer & Wilson, H. G. Morgan, Pittsburgh, S. E. Champ, Detroit, C. Wolohan, Birch Run, Holmes Grain Co., Marlette, Dibble & Bent, Shephard, H. L. Goemann, Toledo, F. M. Houghton, Chicago, Montrose Elev. Co., Montrose, Paul Billings, Deckerville, C. R. Houston, Detroit, H. M. Houston, Detroit, Willis E. Sheldon, Jackson, and E. M. Sanford, Grass Lake.

EDWARD ANDREW CHOSEN Pres. of Chicago Board.

The new president of the Chicago Board of Trade, Edward Andrew, familiarly known to all as "Ed," has grown up in the grain trade. He was only 19 years of age when he came to Chicago to engage in the grain business with his uncle, D. H. Baker, who operated a line of country elevators.

Mr. Andrew was born at North Tarrytown, N. Y., in 1858, and resided at Newark, N. J., during the 12 years prior to his removal in 1877 to Chicago. His connection with the grain business at Chicago was his first entrance into business.

The firm became D. H. Baker & Co. and conducted a grain commission business, being succeeded in turn by Baker & Andrew and Edward Andrew & Co. Having offices neighboring those of the Nash-Wright Co., Mr. Andrew in 1893 merged his firm in the latter company and accepted the office of sec'y. In 1910 this company was succeeded by the Nash-Wright Grain Co.

Mr. Andrew has served the Board of Trade on important com'ites. He was elected a director of the Board in 1905 and again in 1908, and second vice-pres. in 1911.

A good judge of grain, Mr. Andrew believes in giving his personal attention to the sale of consignments. On the floor he handles the corn and wheat samples, while Mr. Wayne handles the oats consignments for the company.

Mr. Andrew is so highly esteemed that no one could be found to make the run for president on the opposition ticket, hence his election was unanimous. A portrait of the new pres. is given herewith.



Edward Andrew, Chicago, Ill.
Pres. Board of Trade.

PENDING NATIONAL LEGISLATION on Bills of Lading.

BY FRANCIS B. JAMES.

Commerce Counsel and Attorney at Law,
Washington, D. C.

The law governing bills of lading has heretofore consisted of the unwritten law of the various states as embodied in court decisions and various changes therein accomplished through state legislation with the two minor exceptions of Congressional legislation in the Harter Act, as to water transportation and the Carmack amendment as to connecting carrier in interstate commerce. When it is considered that 99 per cent of the tonnage and the valuation of commodities covered by bills of lading move in interstate and foreign commerce and that the total value is twenty-five billions of dollars, the necessity for national legislation becomes at once apparent. As these commodities must move under a credit system, the bankers must be protected to enable shippers to secure this bank credit. The banks advance annually five billions of dollars on order-notify bills of lading.

The defects now existing in the law which it is sought to correct by Senate Bill 957 (Pomerene Substitute) arise under the following heads:

- (1) Shipper's load and count.
- (2) Duplicate bills of lading.
- (3) Altered bills of lading.
- (4) Spent bills of lading.
- (5) Fraudulent and accommodation bills of lading and
- (6) Forgeries.

(1) **SHIPPER'S LOAD AND COUNT:** Gross abuses have arisen by carriers marking bills of lading "shipper's load and count" and thereby destroying the utility of such bills of lading for banking purposes. Senate Bill 957, Section 23, forbids a carrier marking a bill "shipper's load and count" when the goods are loaded by the carrier.

Section 24 then prohibits the carriers marking a bill "shipper's load and count" when goods are loaded by a shipper at a place where the carrier maintains an agency when given a reasonable opportunity to make the count, such count being requested in writing.

The Interstate Commerce Commission, in the *Matter of Suspension of Western Classification No. 51, I. C. C. No. 9, 25 I. C. C. R. 443*, handed down its opinion on Dec. 31st, 1912 (dated Dec. 9th, 1912), and in the course of its opinion considered the subject matter of "shipper's load and count." The Interstate Commerce Commission, however, refused to rule upon the question using the following language (at p. 492) to-wit:

"As this subject [shipper's load and count] is covered by pending legislation of Congress [Senate Bill 957 Pomerene substitute] fixing the liability of the carriers, the Commission does not wish at this time to make any recommendation in regard to this rule."

(2) **DUPLICATE BILLS OF LADING:** The credit of order-notify bills of lading has been impaired by the indiscriminate issue of duplicate bills of lading by carriers. Senate Bill 957 seeks to stamp out this practice so far as possible in domestic commerce by sections 6, 7, and 18, while still allowing it as a matter of necessity in foreign commerce to meet the requirements of foreign laws.

(3) **ALTERED BILLS OF LADING:** Bona fide holders for value of bills of lading altered by their predecessors in title have met with the harsh rule of the common law which takes away all their rights. This harsh common law rule has

been changed by Section 16 of Senate Bill 957 (Pomerene Substitute) which enables the bona fide purchaser for value to enforce a bill of lading according to its original purport notwithstanding alterations.

(4) **SPENT BILLS OF LADING:** Many frauds have heretofore been perpetrated by the second and further use of order-notify bills of lading which have been fully accomplished by the delivery of the goods. These wrongs have been perpetrated either by the holder negotiating such order-notify bills of lading after the goods have been received or by some employee of the carrier using such order-notify bills of lading as collateral for loans. The courts have held in both cases that the carrier was not liable, because the carrier had performed its full obligation. Section 14 and 15 of Senate Bill 957 prevents these abuses by requiring not only that an order-notify bill of lading shall be surrendered, but that it shall be canceled by the carrier, and if not so surrendered and so canceled, if the same finds its way into the hands of a bona fide purchaser for value, to make the carrier liable thereon.

(5) **FRAUDULENT AND ACCOMMODATION BILLS OF LADING:** It has heretofore been the unwritten law in many states and the rule in the Federal Courts as decided by the Supreme Court of the United States, that a carrier is not liable for the acts of its agent duly appointed to sign and issue bills of lading where the carrier had not actually received the goods. This is out of harmony with every principle of the law of "commercial agency." Section 25 of Senate Bill 957 seeks to correct this character of abuses by providing as follows:

"Sec. 25. That if a bill of lading has been issued by a carrier or on his behalf by an agent or employee the scope of whose actual or apparent authority includes the issuing of bills of lading, the carrier shall be liable to (a) the consignee named in a straight bill or (b) the holder of an order bill, who has given value in good faith, relying upon the description therein of the goods, for damages caused by the non-receipt by the carrier of all or part of the goods or their failure to correspond with the description thereof in the bill at the time of its issue."

The fundamental principles underlying Section 25 of Senate Bill 957 were thus stated on Dec. 31, 1912 (opinion No. 2110 dated Dec. 9, 1912) by Mr. Commissioner Meyer, in the *Matter of Suspension of Western Classification No. 51, I. C. C. No. 9, 25 I. C. C. R. 442* (at p. 492) as follows to-wit:

"The bill of lading, however, is something more than a contract between the carrier and the shipper. It is usually intended to constitute a representative of the goods, and stands for them, so that a transfer of the bill is a transfer of the goods themselves, and therefore when a carrier issues a bill of lading containing a statement as to the quantity of the goods received, with the understanding that the goods may be transferred by means of the transfer of the bill of lading, the transferee is justified in relying on the representations of the carrier made in the bill with reference to the quantity of the goods received under it, and as to one who receives the bill in good faith, relying on a statement of quantity, and pays a consideration, the carrier is estopped from showing that he has not received the quantity of goods recited in the bill."

(6) **FORGED BILLS OF LADING:** Carriers, of course, are not and could not be made civilly liable for forged bills of lading. Those who have heretofore perpetrated frauds through forgeries have looked with more or less indifference on state statutes governing this subject without fear of molestation by the Federal authorities, as to forgery of bills of lading in interstate and foreign commerce.

Considering the vastness of our interstate and foreign commerce and of bills of lading covering same, it seems but appropriate that the Federal Government ought to be able to protect users of bills of lading in interstate and foreign commerce by punishing such forgers. This is met by Section 44 of Senate Bill 957, which makes it a crime, punishable in the federal courts, to forge a bill of lading.

CONSTITUTIONAL AND OTHER CONSIDERATIONS: Senate Bill 957 (Pomerene Substitute) contains many other excellent provisions, but the foregoing are the most important. There can be no doubt as to the constitutional power of Congress to legislate upon bills of lading in interstate and foreign commerce. A bill of lading is an instrument of interstate and foreign commerce. The Supreme Court of the United States has uniformly held that Congress had power by the imposition of civil liability on carriers and criminal liability as against carriers and shippers to protect the public in the use of all instruments of interstate and foreign commerce. It would necessarily follow that Senate Bill 957 comes fully within the scope of the power of Congress to regulate interstate commerce, and pass all laws necessary therefor.

Senate Bill 957 passed the Senate unanimously with the approval of such distinguished constitutional lawyers as Hon. Elihu Root of New York, and was endorsed by the American Bar Ass'n at its meeting held at Milwaukee, Wis., Aug. 28, 1912, with the votes of some of the most distinguished constitutional lawyers in the United States.

Senate Bill 957 has been endorsed (without exception) by all principal shipping and commercial organizations of the United States and by the Fifth International Congress of Chambers of Commerce and Commercial and Industrial Ass'ns at Boston, Mass., Sept. 26, 1912. It is to be borne in mind that this meeting was officially recognized by the Government of the United States because Congress on June 7th, 1912, passed Senate joint resolution No. 72 (Public resolution No. 35) approved by the President of the United States.

The great significance of bills of lading in interstate and foreign commerce was graphically portrayed by Mr. Commissioner Prouty on Nov. 12, 1912, in the case of *Galveston Commercial Ass'n v. A. T. & S. F. Ry. Co.*, 25 I. C. C. R. 216.

PRESENT STATUS OF LEGISLATION: This measure is now in the House Committee on Interstate and Foreign Commerce and is looked upon favorably by a majority of that committee. The only danger that it now runs is a failure of the House Committee on Interstate and Foreign Commerce to take it up and report it favorably during the short session. Each and every shipper should write a letter to each and every member of the House Committee on Interstate and Foreign Commerce urging each and every member to give Senate Bill 957 (Pomerene Substitute) immediate consideration and to report it out favorably and have it placed on the calendar for an early vote. The members of the House Committee on Interstate and Foreign Commerce are as follows:

Hon. Wm. C. Adamson, of Georgia.
Hon. Thetus W. Sims, of Tennessee.
Hon. Robert F. Broussard, of Louisiana.
Hon. Courtney W. Hamlin, of Missouri.
Hon. John A. Martin, of Colorado.
Hon. William A. Cullop, of Indiana.
Hon. Frank E. Doremus, of Michigan.
Hon. Frederick C. Stevens, of Minnesota.
Hon. Joseph R. Knowland, of California.

Hon. Edward L. Hamilton, of Michigan.
 Hon. Eben W. Martin, of South Dakota.
 Hon. William Richardson, of Alabama.
 Hon. William R. Smith, of Texas.
 Hon. Henry M. Goldfogle, of New York.
 Hon. Adolph J. Sabbath, of Illinois.
 Hon. J. Harry Covington, of Maryland.
 Hon. Samuel W. Gould, of Maine.
 Hon. J. H. Goeke, of Ohio.
 Hon. John J. Esch, of Wisconsin.
 Hon. Wm. W. Calder, of New York.
 Hon. Michael E. Driscoll, of New York.

A letter should be addressed to each of them, House Office Building, Washington, D. C.

Each shipper also should write a letter to the Congressman from his own district.

A HICKORY CHAIR has been in the Parsons grain office in Philo, Ill., "for nigh onto forty year." The article was installed in the office in the early days of the business.

Edgar E. Clark has been endorsed by the Chicago Board of Trade, and other leading commercial organizations, for re-appointment as a member of the Interstate Commerce Commission.

Milwaukee received during December 12,420 tons of feed and shipped 25,100 tons compared with 11,548 tons received and 22,452 tons shipped during December, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

COTTON PICKING by machinery will soon be the method in gathering that crop if a machine invented by Dr. E. S. Scheble of Cleburne and Elbert Ascue, of Hill County, Tex., is successful. It is estimated that the machine will pick from four to five bales per day.

CONCRETE ANNEX TO ELEVATOR "A" at Milwaukee.

The simplicity which characterizes construction of concrete grain storage tanks is well exemplified in the annex erected during the autumn of 1912 for the Chicago & Northwestern Ry. Elevator "A" at Milwaukee, Wis. The annex, as shown in the engraving, is but a series of ten cylindrical tanks set on foundation walls and surmounted by a conveyor gallery.

The railway company drove the pile foundation and then called upon the Witherspoon-Englar Co. to erect the superstructure according to plans prepared by the John S. Metcalf Co. The work of putting in the concrete for the 5-ft. thick foundation slab covering all the piles as one monolithic structure was begun July 8, and the tank walls were finished Oct. 4, completed plant being ready for receiving grain on Nov. 20.

The walls extending up from the foundation slab form an 8 ft. basement, well lighted thru windows, with ample room for the two conveyor tunnels underground. The tunnels and the overhead gallery enter the old building at a slight angle, requiring a break in the conveyor belts, taken care of by trip from belt to belt.

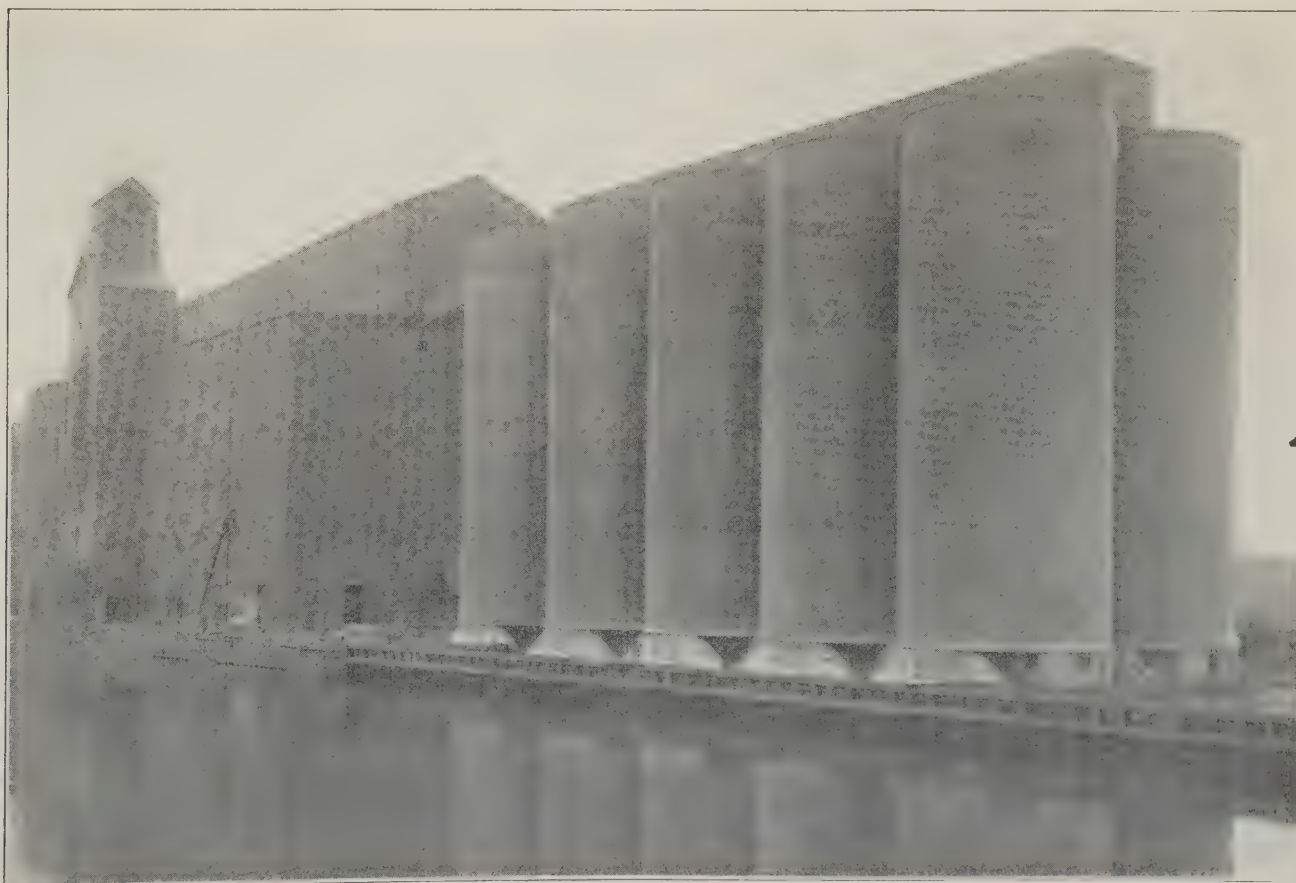
To handle the grain a few changes were made in the old house. A new leg was put in with rope drive, a new 4-inch conveyor belt with 4-pulley automatic tripper and new Fairbanks Hopper Scale

of 500 bus. capacity. Three conveyor belts were placed in the basement and one in the cupola, all 2.4-inch 4-ply rubber, the three belts bringing into service the old as well as the new elevator leg simultaneously and greatly increasing the handling capacity in emptying the tanks.

The ten reinforced concrete tanks are set in two rows with 4 interspaces and are 32 ft. inside diameter, 83 ft. 4 in. deep, with walls 8 inches thick. Their capacity is 45,200 bus. each, and that of the interspaces 12,000 bus., making a total of 500,000 bus. The height from pile cut-off to top of cupola is 106 ft. 2 in., and the extreme width and length of the concrete foundations are 71 ft. 3 in. by 175 ft. 6 ins.

The bins are hopped to centers, discharging upon two belts in the tunnels, and are filled from the old house by a 24-inch belt running in a steel gallery overhead, covered with corrugated iron. This belt covers the space between the tanks and the old house, 60 ft., and extends over the tanks, being 468 ft. long.

ARGENTINE'S crop has been variously estimated by the following authorities; officially, wheat, 198,400,000 bus. with an exportable surplus of 134,250,000 bus.; Broomhall, exportable surplus of wheat at 112,000,000 bus.; oat crop, 122,000,000 bus. with a surplus of 98,000,000 bus.; B. W. Snow: wheat, 193,000,000 bus. with an exportable surplus of 128,000,000 bus.; oats, 102,000,000 bus., with an exportable surplus of 84,000,000 bus.



Elevator A and New Concrete Annex, Milwaukee, Wis.

COUNTRY ELEVATOR Scales As I Find Them.

BY CLAY JOHNSON, OFFICIAL SCALE INSPECTOR, I. G. D. A.

Few country grain shippers have scales that are dependable at all times. This applies especially to the loading scales. At a certain period of elevator building, it seems to have been the custom to place the hopper scales in the top of the elevator, and bring the beam down to the working floor, by means of additional levers. This type of scale gives the most trouble. The settling of the bins does not affect the scale proper so much as it does the levers. Usually two levers are used to bring down beam, one a multiplying, the other an even lever. When the multiplying lever is used above, a very little settling will affect the weighing. If the even lever is used above settling will also affect the scale under the same conditions, but not to such a great degree. If the beam were on a level with the scale it would be more satisfactory, but not so convenient.

Occasionally I find hopper scales on the working floor with independent foundations, that are in bad condition due to faulty construction. Recently I found a 500 bu. hopper scale of a standard make on the working floor of a new up-to-date house. This scale was on a concrete foundation and perfectly level, but was not weighing correctly. It had been framed two inches too small, this caused the short levers to crowd the center loops tight against the bottom of long lever, this was a case where a good scale had been well located, and badly constructed.

It is a common thing to find levers used to bring beam down, three to eight inches out of level. I found one of these levers on an angle of about 30 degrees, and owner was adding 15% to his weights. He said this made them correspond with the terminal weights.

I find defects in hopper scales too numerous to mention. The most common are the manner in which the inner frame is constructed. I often find these frames made from timbers that are too small, and halved together, with no stay rods, then when the scale is loaded with grain, the frame spreads apart, which causes the bearing plant to tilt over. This crowds the levers from their natural position, and the consequence is that the more weight you put in the scale the more it will vary.

The framing of a hopper scale cannot be too well done, the timbers should be large, straight and square. The inner frame should be mortised and put together with double tenons and stayed with heavy rods, with large washers on both ends. The standard scale companies send out plans of this description, but they are seldom followed.

The one mistake made in building hopper scales is, that there is seldom room enough left around the hopper. No one has seen the back side of the hoppers of some scales since they were built. Some of them have the four sides hid from view. It is a hopeless task to try to inspect or adjust such a scale. The best remedy I know for mistakes made in building scales is to have the maker send a man to superintend the erection of the next one. It would be better if all hopper scales of 500 bu. capacity and up, were of steel construction thruout, this would solve the problem of twisted timbers and springy bearing planks.

Some grain men buy standard wagon scales and off-grade loading scales. The loading scale is just as important as the wagon scale, and the best is *none* too good.

THE COMMON DEFECTS found in wagon scales is EVERYTHING. I find them in all shapes and forms. It is strange to say that we find more mistakes made in building the steel frame scales than the wood construction. About 30% of the steel frame scales I inspect are put together wrong. I find the track sticks on the wrong side, the bearing feet with round side toward the butt end of the lever, etc. Steel frames have three cross timbers 3"x 8" and about 6' 7" long, that rest on the flange of the track sticks (I Beams) and support the center sill of the platform. One of these pieces go at each end and the other in the middle. These pieces are left out oftener than they are put in. When they are left out the bearing channel has to carry the weight of this center sill, these channels are not supposed to carry any weight. They are designed to hold the track sticks and bearing feet in their respective places. When the track sticks are in the proper place they set directly over the knife edge and close to the corner iron, by having the track sticks reversed and leaving out the cross timbers makes no material difference until the scale begins to get dull, then it is dangerous to profits.

EXTENSION LEVERS on wagon scales give a great deal of trouble, from the fact that they are not put in as they

should be. The first lever is usually suspended by an eye-bolt and fastened to springy boards that soon become decayed, which cause the levers to get badly out of level. In many cases they are out of level when first installed. If these levers are very short it is necessary to keep them exactly level, a lever 18" long, 2" out of level, will have the same effect as a 36" lever, 4" out of level.

Where possible it is best to build a concrete pier for the first lever, and use a stand for it to rest in, instead of eye-bolt, then stay a piece of hard wood in concrete at both ends for the second lever, the pull is up on this lever, then it is the most convenient to use an eye-bolt to fasten it down. These levers may be placed at any angle one with the other, so long as they are level and the connections between them are plumb.

On a large number of wagon scales of the truss level type we find the truss rods on wrong end to. These levers are put together at the factory, the truss rods being put on and bent to fit the truss post, so it will not slip when loaded. When these rods are put on backwards it just curves over the truss post, this allows it to slip and spring, which causes the lever to become flexible, this in turn will cause it to vary in weight. These rods should pull in a straight line both ways from the truss post.

We often find the main levers mixed in wagon scales, that is, No. 1 in No. 2 Corner, No. 3 in No. 4 Corner, etc. No. 1, 2, 3, and 4 levers are sealed to go in their respective corners, to mix them reduces the scale's accuracy. These levers are marked with plain figures, they are also center punched. With these marks there is no excuse for getting the levers mixed. Facing the scale from the beam the left hand outside corner is No. 1, then count to the right around the scale. This is the manner in which the levers are numbered.

THE COMMON TROUBLE found with the pipe lever wagon scale is the tilting of the bearing plank. When the platform sills begin to decay at the point where they fasten to the bearing plank, it will tilt one way or the other. By it getting out of level also throws the bearing feet out in the same proportion; I often find them laying against the lever, or the stand. The settling or the decaying of the foundation timbers will have the same effect. Pipe lever scales should have a solid foundation under them. Care should be used in placing the stands on foundation for main levers. It is necessary that they be in the correct position. If a little out of plumb



Fleet of Grain Steamers Wintering in Buffalo Harbor.

their accuracy will be doubtful. A good way to get these stands in the right place is to raise the lever out of the bearing, then allow it to go back into it. If it moves the bearing any as it goes back, move the stand until the lever will drop into the bearing without disturbing its position.

Complaint is often made that wagon scales do not last as long as they used to. Two good reasons for this are the wagon scales of today weigh much heavier loads, and ten times as many as formerly. Under these conditions one would hardly expect them to last the same number of years, as they used to. However, there are a goodly number of wagon scales in Illinois today that have weighed from two to three and one-half million bushels of grain and are still in fair condition.

THE TROUBLE we find with the automatic scale is the man behind the gun, mostly. The operation of automatic scales is simple, but in spite of this a few will not operate them according to instructions. The automatic has a trouble similar to the hopper scale. Some are inclined to think that it can be hung on a nail and placed in the desired location. It should be so located that access to it will be easy. There should be plenty of light and room, and it should be given a little attention. The elevator man cleans off and balances his wagon scale daily. Try this plan on your automatic, it surely deserves as much attention as your other scales. In installing an automatic scale do not neglect to place a receiving hopper above the scale. It will guarantee an even flow of grain into the scale hopper and gives the man a chance to adjust it while running at normal speed. I find some parties start grain into the scale very slowly, and make adjustments while it is running at this speed, then start it up at full capacity, and let it go. This is not right. Make the adjustments while the scale is working at normal speed, then make a test or two while loading the car.

If the grain men would install larger scales, they would get better results, a ten bushel scale is better than the smaller size. It is better to run the large scales slowly than to run the small scale fast.

Remember when you rebuild an old wagon scale, that it almost invariably changes the weighing. Better have it

tested for your own protection. This also applies to new scales.

The most conclusive proof that we can give, that your scales should be tested at least once a year, is that some scales weighed correctly when tested last year, and this year the same scales were not correct.

BUFFALO BREAKS RECORD for Grain Afloat.

A hundred giant freighters, overflowing with the season's crop of grain, are anchored at Buffalo, tied up for winter storage, and awaiting the unloading of their cargoes by the elevators.

About Christmas there were, in the inner harbor, twenty vessels awaiting the immediate elevation of their cargoes and in the outer harbor, there were more than fifty vessels, with an aggregate of 15,443,488 bus. of grain afloat.

At the close of the season of navigation there were about 7,000,000 bus. afloat for immediate elevation, which the elevators were doing their best to move, but cars were not available to move the cargoes much before the end of the year. Elevators claim to be able to handle nearly 2,000,000 bus. a day but even that is hardly enough to move the accumulation which is before them by the time the spring fleet arrives with the additional wheat.

The average winter cargo of each ship approaches 300,000 bus., and the grain afloat must be cared for. A large ice crushing tug was engaged to keep the harbor clear so that the ships may be moved to elevators without danger.

The figures of the grain in boats in the outer harbor at the close of navigation were: 10,654,027 bus. of wheat; 347,000 bus. oats; 265,204 bus. of rye; 455,000 bus. of barley, and 3,722,896 bus. of flaxseed. The Canadian contribution to this stock was only 1,832,402 bus. wheat, and 294,218 flaxseed, but the Canadian boats are tied up at Fort William to be moved in the spring. Other additions to the Buffalo fleet may be expected when the Duluth and Superior shipments are heard from. In the elevators at Buffalo, there is nearly 10,000,000 bus. of grain, just as much as the operators can crowd in without interfering with their transferring facilities.

Most of the grain will be moved by

rail as the carriers assure the operators of the use of 500 to 1,000 cars a day.

The boats laden with wheat are J. C. Wallace, Milinokett, H. C. Berwind, C. A. Congdon, A. B. Wolvin, R. L. Ireland, C. S. Hubbard, H. P. Bope, William Livingston, John Sherwin, G. A. Tomlinson, D. G. Kerr, Ward Ames, G. E. Hartwell, H. B. Smith, Mat. Andrews, J. B. Wood, P. Minch, W. B. Davock, H. P. McIntosh, W. L. King, W. H. Bixby, G. W. Peavey, J. H. Bartow, F. B. Squire, F. C. Ball, Onoko, Sonora, all American grown; F. J. Hecker, J. J. H. Brown, P. P. Miller, Wisconsin, J. J. Boland, Canadian grown.

The boats with flaxseed are Lewis Woodruff, C. F. Moll, T. H. Wickwire, Jr., H. S. Sill, W. G. Pollock, T. R. Wickwire, Francis Widler, J. W. Rhodes, R. P. Ranney, D. O. Mills, A. E. Cornelius, Colonel, Sierra.

The P. G. Walker has a cargo of oats, the Venus has rye, the Steel King, rye, and the Sinaloa has barley.

It is estimated that of the 1912 crops, Buffalo will handle practically 150,000,000 bus. of grain, which is exceeded only by the year 1898 when the elevators handled 200,000,000 bus.

PREHISTORIC WHEAT.

Professor Aaron Aaronsohn, of the Jewish Agricultural Experiment Station in Haifa, Palestine, was recently in Chicago and during his stay gave much publicity to the discovery of the ancestor of our present wheat plant, concerning which discovery the Grain Dealers Journal gave detailed information, accompanied by several half tone engravings, in the issue of Sept. 25, 1910, on pages 416 and 417.

Professor Aaronsohn stated that with the prototype properly introduced, the arid regions of the west will become richly productive as the new plant grows in rocky soil, stand, and other uncultivable areas.

Palestine was evidently the home of the first wild wheat, but with the proper propagation, the wheat yield of this country may be greatly increased.

DANGER FROM fire in maltheuses does not result from malt kilns, but from ventilating fans, for the rapid revolution causes heated journals.



Grain Laden Steamers Blockaded at Buffalo and Waiting at Elevators.

Seeds

Baltimore received 4,613 bus. of clover seed and shipped 1,214 during December.—Jas. B. Heasong, Sec'y Chamber of Commerce.

Duluth received 3,608,915 bus. flaxseed and shipped 3,770,057 during December; compared with 1,277,159 received and 1,511,772 bus. shipped during December, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

L. W. Hurff, of Galesburg, Ill., has filed suit in the United States Court against the Warner, Ill., Eltr. Co. for infringement of a patent on a seed corn drier, asking an accounting and restraining order.

Minneapolis received 2,244,700 bus. of flaxseed and shipped 253,020 bus. during December; compared with 1,716,120 bus. received and 212,040 bus. shipped during December, 1911.—John G. McHugh, sec'y Chamber of Commerce.

Wichita received during December 116,800 bus. kafir corn and 5,000 bus. cane seed, compared with 86,000 bus. kafir corn received in December, 1911. Shipments for the month included 110,000 bus. kafir corn and 12,000 bus. cane seed, compared with 73,400 bus. kafir corn shipped during December, 1911.—James H. Sherman, sec'y Board of Trade.

The receipts at Kansas City for the month of December included: kafir corn 644,600 bus.; compared 398,200 bus. for the corresponding month in 1911; flaxseed none received, compared with 2,000 bus. in 1911. The shipments for December were 323,000 bus., compared with 311,000 bus. in 1911; 1,000 bus. flaxseed as compared with none shipped in December, 1911.—E. D. Bigelow, sec'y Kansas City Board of Trade.

Large longs in clover and timothy seed continue stubborn. They are waiting for the cash demand to develop. Eastern buyers are hoping the longs will become weary. Receipts are small and promise to be light in the near future. Shipments have been small. Very little has been sold for future shipment. Imports continue smaller than year ago when they were very large, attracted by fourteen dollar seed.—C. A. King & Co.

Seed receipts at Toledo for December, 1912, were, bags of clover seed, 4,486; bags of alsike seed, 186 and bags of timothy seed, 6,325; compared with 4,900 bags of clover seed, 570 bags of alsike, and 926 bags of timothy received during December, 1911. The shipments of December, 1912, were 2,738 bags of clover seed, 149 bags of alsike, and 3,233 bags of timothy seed; compared with 4,616 bags of clover seed and none of alsike or timothy seeds.—A. Gassaway, sec'y Toledo Produce Exchange.

Milwaukee received 600,000 lbs. of timothy seed, 612,885 lbs. of clover seed and 121,200 bus. of flaxseed during December; compared with 441,035 lbs. of timothy seed, 306,830 lbs. of clover seed and 90,000 bus. of flaxseed received during December, 1911. Shipments for the month included 420,000 lbs. of timothy seed, 705,050 lbs. of clover seed, and no flaxseed; compared with 143,445 lbs. of timothy seed, 60,000 lbs. of clover seed and no flaxseed shipped during December, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

From the Seed Trade.

Denver, Colo.—This is not a district where blue grass, clover or alsike are grown to any extent, but our farmers have been very successful in growing and marketing timothy and alfalfa seeds. Alfalfa is a large crop but not of a fancy grade. Timothy seed is a large crop and the farmers are holding out for high prices. Field seeds, wheat, oats, barley, cane and milo have shown better yield and there will be no necessity for the dealers to buy out of the state this year.—The Colorado Seed and Nursery Co.

Bushton, Ill.—Very little clover seed was threshed in this locality the past season. We must get our seed from other sources. Farmers have learned to sow clover even tho the price is near \$15. Quite a bit of alsike was sown here, but there was no seed crop from the past season. Timothy was used in too great amounts, consequently the price is low. Many farmers thruout this section are now growing alfalfa, and are well pleased with the crop, therefore the acreage will increase. On this black prairie land three cuttings are made, yielding about six tons per acre. While the corn crop was shorter than was anticipated, it was the finest quality that we have ever grown.—H. Z. O'Hair, Grand Prairie Seed Farm.

Seed Testing in North Dakota.

During the past two seasons the seed experts, O. A. Stevens and J. R. Campbell, under the direction of Professor Bolley of the North Dakota Agricultural College have examined, analyzed and tested 11,629 samples of sowing seed to determine their fitness for sowing purposes.

Seed inspectors have collected 2,400 samples from seed bins of elevators and seed-houses. Seed-houses have voluntarily submitted approximately 1,100 samples, and to the farmer is credited approximately 8,130 samples of seed for analyses and test.

One hundred and seventy-two fields of seed grain, chiefly bromus and flax, a total area of 9,770 acres, were carefully inspected upon request of the respective owners. This is a new line of educational work.

In connection with the work of the pure seed division and associated with the investigation division of the department of botany of the experiment station, Professor Bolley has organized a special extension work, the mailing list of which has now reached a size of 216,000 classified names. H. D. Long, clerk of the department and in charge of this work, states that he has with the aid of several student assistants, mailed out during the past two seasons 1,288,000 bulletins, 85,000 circulars, and from the office there were dictated 12,500 letters. To carry this large amount of mail has required 540,000 franked envelopes and 35,000 stamped envelopes. During the same period Professor Bolley has received 32,000 letters, which shows the great interest aroused with regard to the good seed question.

SUSPENSION OF CLASSIFICATION NO. 51.

The Interstate Commerce Commission has just made public its decision on suspension of Classification No. 51, and directs the carriers to revise No. 51 in accordance with the views expressed in its report of 158 pages, including the following principles:

Classification is a public function. Public business can not be conducted in a private way. Hearings of classification committees should be made public, after due notice to interested parties, including state commissions and the Interstate Commerce Commission. A record of facts and arguments should be made. As rapidly as items, or groups of items, have been disposed of by the classification committee they should be published in accordance with law. In the case of a protest to this Commission, the record made up before the committee should be promptly submitted to the Commission. On the basis of this record, supplemented when necessary by additional inquiries, the Commission will be able to decide whether or not to suspend a proposed change in classification.

The work of classification should be confined to classification as such, entirely separate from the question of rates or revenues of carriers. Classification and rates and revenues should be treated separately. Having completed a new classification along the lines suggested, each carrier can readjust its rates on the basis of that classification in such manner as to preserve its existing revenues. The sufficiency or insufficiency of certain revenues and the level of particular rates or schedules are separate questions. A classification is a universal tariff from which the schedules of individual carriers should not depart, except in cases demanded by special conditions. Commodity tariffs in restricted number may always remain a necessity.

Freight cars should be made to fit the business. Within reasonable limits business may be required to adapt itself to the car.

Minimums.—Carriers should take into consideration both the physical minimum and the commercial minimum in deciding upon a classification minimum to govern carload shipments thruout the country and provide themselves with cars of corresponding sizes. What these shall be must be determined in the light of all the facts applicable to each individual case. The physical minimum is that minimum which represents the weight or bulk quantities which can be loaded into a car from the point of view of space or the theoretical number of packages capable of being loaded into a car, determined by dividing the cubical contents of the car by the cubical contents of one of the packages, multiplied by the weight of the package, possibly with some consideration of the dimensions of the package. The commercial minimum is that minimum which represents the unit of purchase and sale of the commodity in question as established by custom and the conditions existing in the trade and in the territory in which it governs at the time the minimum was established. The physical minimum would consider only physical loading capacity, while the commercial minimum would consider in addition trade requirements, conditions of manufacture, distribution, and consumption.

Count that Day lost,
Whose low descending sun,
Has seen your Hay sold at cost (sometimes less),
And business done for FUN.

1913.

Start the New Year right,
Quit doing business for FUN,
Handle the balance of the crops for Profit,
Then you will be going some.

HEARING ON MILLING IN Transit at Washington.

Grain and milling interests of the Southeast, Southwest, Northwest were represented in Washington at the milling in transit hearing conducted by the Interstate Commerce Commission the last two days of December and the following week. Included in the hearing were the complaints of the Northwestern Milling in Transit League, The Southwestern Millers League, represented by the Milling in Transit Com'ite, and the Missouri Transit Com'ite.

The organizations were represented by Former Governor John Lind of Minnesota, for the Northwestern interests, Senator C. I. Long, and Judge S. H. Cowan for the Southwestern people; and W. H. Marshall, for the Missouri Transit Com'ite, and Francis B. James for the Millers National Federation.

According to argument presented it will be necessary to formulate rules applying to the different sections as conditions are unlike in each locality, and the present general rule is not suitable to all.

Judge Cowan presented a substitute rule for the questioned 76-A which was prepared by a com'ite in conference prior to the opening of the hearing, and which was adopted by practically all bodies represented. The com'ite was as follows:

Mr. Mennel, from the C. F. A. Territory; Gov. Lind, Messrs. Helm, Harvey, and Gooding from the Northwest; Senator Long, Henry Lassen, Martin E. Casto, Wichita, Kan.; W. H. Marshall, Joplin, Mo.; J. A. McSwigan, Denver, Colo.; E. T. Ballard, Louisville, Ky.; Geo. A. Schroeder, Milwaukee, Wis.; E. J. Lachman, Neenah, Wis.; A. P. Husband, Chicago; C. B. Bee, Oklahoma City, Okla., and Mr. Williamson, attorney for several interests.

To treat the grain and the product, resultant from milling or other operation in transit as different units is a discrimination against some trades, according to the consensus of the meeting, which fault the commission has fostered since the decision was made covering the matter. It is impossible to maintain the identity of the products in milling. In the case of interior millers, they are seriously handicapped, while operators at terminal points are not so stayed and are in sympathy with the interior millers, still they demand that the rules shall be so changed that they also may benefit.

The proposed substitute for the existing rule follows:

PROPOSED SUBSTITUTE FOR I. C. C. RULE 76-A.

Under adequate rules and regulations for the prevention of illegal practices, a shipment may be stopped in transit for inspection, weighing, mixing, matching, blending, reconsigning, sacking, shelling, malting, drying, cleaning, clipping, milling, repacking, storing, sorting, compressing, concentrating, refining, dyeing, bleaching, fabricating or other treatment, and forwarded under the application of the through rate from original point of shipment.

The identity of the commodity need not be preserved, but at the transit point the transit commodity and like commodities may be blended, mixed, milled, manufactured, compressed, concentrated, or otherwise treated as above and an equal weight of the blended, mixed, milled, manufactured, compressed, concentrated or treated commodity, or any product thereof, less the loss in shrinkage, manufacture or treatment, may be forwarded from such transit point on freight bill for any like inbound commodity, under the application of the through rate from original point of shipment.

It is not lawful to substitute at the transit point any commodity of a different kind from that which has moved into such transit point under a transit rate or rule; that is to say, oats or the products of oats may not be substituted for corn, corn or the

products of corn for wheat, nor wheat or the products of wheat for barley, nor may shingles be substituted for lumber, nor lumber for shingles, etc.

Misbranding of Oats.

The Edgar-Morgan Co., of Memphis, Tenn., has pleaded guilty to the charge of adulterating and misbranding a shipment of stock feed labeled "160 lbs. Edgar's Fancy No. 2 White Clipped Oats. Memphis."

Examination of a sample of the product by the Bureau of Chemistry showed clipped oats, 95.2 per cent; wheat, 3.2 per cent; chaff and seeds, 1.6 per cent. Adulteration and misbranding were alleged in the information for the reason that the product, which purported to be No. 2 white clipped oats, bore certain brands and labels which set forth and represented that the product was white clipped oats of grade No. 2, whereas in truth and in fact said oats were not grade No. 2 white clipped oats, but were a much lower grade; that the representations and statements made on the brand and labels, that said oats were No. 2 white clipped oats, were false, untrue and misleading.

A fine of \$25 and costs amounting to \$16.25 were assessed.

Council of Grain Exchanges Will Banquet.

The delegates to the meeting of the Council of Grain Exchanges to be held in Chicago, Jan. 16 and 17 will be tendered a banquet by the members of the Chicago Board of Trade, at the La Salle Hotel, on the evening of Jan. 16, at which there will be continuation of the discussions of the afternoon. The election of officers for the ensuing year will also occur during the evening.

The following delegates have been appointed to represent their respective exchanges: Kansas City Board of Trade, R. J. Thresher and D. F. Piazek, recently elected pres. and second vice-pres.; St. Louis Merchants' Exchange, John L. Messmore, elected pres. Jan. 8, and Edward M. Flesh; Duluth Board of Trade, W. J. McCabe and Sec'y Chas. F. Macdonald; Milwaukee Chamber of Commerce, P. P. Donahue and W. A. Hottensen; Minneapolis Chamber of Commerce, C. A. Magnuson and C. A. Brown; Baltimore Chamber of Commerce, Pres. F. A. Meyer and John W. Snyder; Peoria Board of Trade, Chas. H. Feltman; Buffalo Corn Exchange, F. A. McLellan, and L. S. Churchill; Cairo Board of Trade, H. E. Halliday; Omaha Grain Exchange, Pres. E. P. Peck and E. S. Westbrook; Chicago Board of Trade, J. C. Murray, S. P. Arnot, H. N. Sager, E. A. James and Sec'y J. C. F. Merrill. The program was published on page 965 of the Grain Dealers' Journal, Dec. 25.

AN UP-TO-DATE ELEVATOR and Malt House.

The Konrad Schreier Co. has recently completed at Sheboygan, Wis., what is probably the most up-to-date malting plant in the United States, being positively fireproof and equipped with the latest barley cleaning and handling machinery, with an individual electric motor for each machine.

The new plant comprises a working house 32x45 ft., 130 ft. high; grain storage of eight tanks 30 ft. inside diameter and 80 ft. high, and a malt house 100x120 ft., together with two track sheds, one 18x70 and the other 26x70 ft. Between the elevator and malt house is a bridge carrying a conveyor, and a full equipment of conveyors is provided over and under the tanks to fill and draw grain from storage. The complete plant and its arrangement is shown in the engraving.

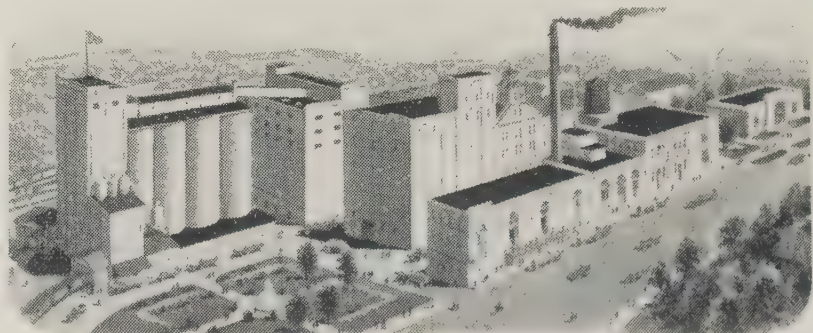
The working house contains one receiving elevator, one barley elevator, one malt elevator, one farmers' elevator and one passenger lift. Barley received by team is weighed on an 8-ton Fairbanks-Morse Scale, and grain unloaded from cars is weighed on either of the two 100-ton track scales or 600-bu. hopper scale in first floor for barley going to malt house. The receiving pit is equipped with power shovels and the capacity of the receiving leg is 3,000 bus. per hour. All of the elevator leg casings and spouts are made of sheet steel and the machinery is supported on structural steel. The equipment includes three of the largest size Monitor Barley Cleaners and Graders and one large Monitor Malt Cleaner; dust collectors thruout; a 24-in. belt conveyor to take barley from elevator to steeps in malt house.

The circular storage tanks have a capacity of 48,000 bus. each, and the three star-shaped interspace bins 16,000 bus. each, the 11 bins having a total capacity of nearly 500,000 bus.

The malt house is equipped with 10 garners, 20 steep tanks and 20 malting drums of 600 bus. capacity each, giving a yearly malting capacity of 1,250,000 bus. The malt house is built of concrete, structural steel and brick. The remainder of the plant is of reinforced concrete.

Power is furnished by a steam engine of 400-h. p., driving a direct connected electric generator of 250 k. w., transmitting power by electricity to every part of the plant, every machine in the working house having its individual motor and there being 36 in the plant. This reinforced concrete elevator was built by the Barnett & Record Co.

We feel that we could not afford to be without the Grain Dealers Journal.—Home Lbr. Co., Keswick, Ia.



Elevators and Malt Houses of Konrad Schreier Co. at Sheboygan, Wis.

Grain Carriers

Sixty boats at Fort William, Ont., will load grain for winter storage.

The Commerce Court will end Mar. 31 because funds for its maintenance have not been appropriated.

Franklin K. Lane on Jan. 8 was elected by his fellow members of the Interstate Commerce Commission as chairman of that body.

A railroad will be built between Burlington, Ia., and Beardstown, Ill., to connect with the B. & O. It will be known as the Burlington Belt Line.

New freight cars and locomotives ordered for the Illinois Central will exceed \$8,000,000 in cost. The company will buy 3,000 miscellaneous cars.

The wreckage of a car of shelled corn at Harvel, Ill., resulted in the transfer of the grain to another car after about sixty bus. had been spilled on the ground. The car was loaded by the Farmers Grain Co., and was wrecked Dec. 27.

Reduction to 7½c of the rate on grain for export from Omaha to Chicago was asked of the Interstate Commerce Commission, Jan. 2, by the Chicago Board of Trade. The present rate from Omaha to New Orleans is 15½c, and the rate to Chicago from Omaha is 12c.

C. A. Smurthwaite Grain & Milling Co., Ogden, Utah, have made complaint to the Interstate Commerce Commission that a rate of 60c between points on the Oregon Short Line and over participating lines to New Orleans, La., is a discrimination in favor of New Orleans over Galveston, to which city the rate is 65c.

Rates on distillers dried grains in carloads from Midway, Ky., to Norfolk, Va., when for export, were recently declared by the Interstate Commerce Commission to be unduly discriminatory compared with the rates on the same commodity to the same destinations from Louisville, Ky., in the complaint by S. J. Greenbaum Co. v. C. & O. Ry. Co.

At a recent hearing by the Interstate Commerce Commission held at Milwaukee, the Chamber of Commerce of that city brot charges against the Pere Marquette Railway for attempting to advance the grain rate. Another charge heard by Commissioner Meyer during the same time was that of the Maltsters Traffic Ass'n, which claimed transfer allowances which now granted to operators of grain elevators, and which services the maltsters allege to be the same as their own service is. Both complaints were presented for the shippers by George A. Schroeder, mgr. of the Chamber of Commerce freight buro.

Suit to recover for grain door lumber supplied during the years 1906 to 1912 has been brot by the Farmers Grain Co., of Akron, Ia., against the C., M. & St. P. Ry Co., in the United States court at Sioux City. Plaintiff enumerates 1,128 cars tendered by the railroad company for grain shipments on which repairs were made by the grain company, and asks judgment for \$2,500 and interest. The company has good prospects for collecting this large sum, as shown in the similar case of Lee Hanks, reported elsewhere in this number of the Grain Dealers Journal. The case will be heard at the May term of court.

Elevators on two or more competing roads are favored by the carriers in distributing cars is a charge presented to the Interstate Commerce Commission, the Sneath-Cunningham Co., of Tiffin, O., alleging that elevators on a single line of road have to wait.

The Frisco System has granted reshipping rates to Memphis, Tenn., in compliance with orders of the Interstate Commerce Commission. A similar tariff has been put in effect by the Illinois Central, permitting the concentration of grain at Memphis, but so much less liberal in its concessions that the Memphis shippers will strive to have this road also comply fully with the orders of the Commission.

Freight cars constructed for use on this continent in 1912 were 152,429, compared with 180,945 in 1910, and 72,161 in 1911. The number of locomotives built in 1912 was 4,915, compared with 4,775 in 1910 and 3,530 in 1911. During the twelve months of 1911, the railways ordered 60,547 box cars, but during 1912 they ordered 107,887 cars, the heaviest order since 1906. The constructed mileage was somewhat lower, for in 1910 there were built 4,122 miles of new trackage, in 1911, 3,066 and in 1912, 2,997 miles, as reported by the *Railway Age Gazette*.

Rescinding its prior orders the Interstate Commerce Commission has recently issued new orders in the cases of the Superior Commercial Club, Milwaukee Chamber of Commerce and Duluth Board of Trade. The defendant railroads are ordered in future to maintain rates on grain and flaxseed from points on their lines in Minnesota, South Dakota and Iowa to Superior, Wis., via Minneapolis, in no case exceeding by more than 4 cents per 100 lbs. their rates from the same points of origin to Minneapolis, Minn. They are also ordered in future to maintain rates on grain and flaxseed from points on their lines south and west of Willmar, Minn., to and including Sioux City, Ia., and Yankton, and Huron, S. D., to Superior, Wis., in no case exceeding by more than 3 cents per 100 lbs. their present rates from the same points of origin to Minneapolis, Minn. Future rates on grain and flaxseed to Milwaukee, Wis., from points on the lines of the defendants in Iowa, Minnesota and South Dakota on and south of the Winona & St. Peter lines of the Chicago & North-Western from Sanborn, Minn., to Pierre, S. D., and on the east of the line of the Chicago & North-Western from Iroquois, S. D., to Yankton, S. D., shall in no case exceed for equal distances the rates from the same points of origin to Duluth or Superior. Rates on grain and flaxseed from points on the lines of the defendants in Minnesota, South Dakota and Iowa, to Duluth, Minn., shall in the future not exceed for equal distances the rates from the same points of origin to Milwaukee, Wis. Future rates on grain and flaxseed from points on the lines of the defendants in Minnesota, South Dakota and Iowa to Duluth, Minn., via Minneapolis, shall in no case exceed by more than 4 cents per 100 lbs. their present rates from the same points of origin to Minneapolis, Minn. Rates on grain and flaxseed to points on the lines of the defendants east and west of Willmar, Minn., to and including Sioux City, Ia., and Yankton and Huron, S. D., to Duluth, Minn., shall in no case exceed by more than 3 cents per 100 lbs. the present rates from the same points of origin to Minneapolis, Minn.

HINTS TO SHIPPERS OF Grain.

BY J. A. CONNOLLY, TRAFFIC MANAGER OF GOULD GRAIN COMPANY.

I know from experience that the Railroad Companies have many dollars which rightfully belong to their patrons. The reason for this is the majority of shippers do not know how to protect themselves at time of shipping. They neglect or have been unable to secure the information necessary to protect them from these losses. The essentials necessary to protect shippers interests are:

FIRST: Address all orders for cars to your Railroad Agent and file the carbon copy where you can find it. It is my experience that cars ordered in writing are furnished more promptly than when ordered verbally. The carrier is liable for loss sustained by shippers if cars are not furnished within a reasonable length of time.

SECOND: When you receive the car look it over thoroly, and if not fit to ship grain in refuse it in writing and demand another car promptly. If your Agent claims the car is fit to load have him make statement in writing, then should you sustain a loss in transit it is up to the carrier to make good this loss.

THIRD: When you accept a car set in go over it thoroly, cooper it to the best of your ability and make notations of all patches on inside and outside of car, stating whether they are on break end or the other end of the car; also state if any part of car has been newly painted, or if any portion has been repaired which has not been painted. Tack a copy of these notations on each grain door; also the seal numbers, weight or measurement of car, and whether end doors, if any, have been cleated on inside; if not give their seal numbers.

When this information is on the car it gives the State, or party unloading car, a chance to check the defects you noted and if any new ones are located or a seal has been changed it enables them to give you this information, which materially helps to establish your claim.

YOUR SCALES should be tested at least once a year by the State, or by some reliable scale testing association. The exact number of pounds loaded should be shown on your Bills of Lading and if car was loaded on measurement basis you should have the agent or whoever does the billing insert the length and width of inside of car, and after leveling grain to the best of your ability measure the depth loaded. Make three test weights of the grain during loading and insert the average weight per bushel on your Bill of Lading, or better still, have a stamp made and stamp the original number two and three and fill in the measurement and test weights.

LOADING TO CAPACITY: When furnished a car of greater capacity than car ordered, do not load it more than ten per cent above the marked capacity of car ordered because if you do you are liable for freight charges on the minimum of car furnished, which is often the marked capacity. For instance, you order a 40,000 capacity car and are furnished one of 60,000 pounds. Should you load 46,000 pounds you are required to pay freight charges on the minimum of the 60,000 capacity car, which on some lines is 54,000 pounds and on others 60,000 pounds.

Can't keep house without the Journal.—Kennedy & McGonagle, Washta, Ia.

NEW CONCRETE GRAIN Storage at Chicago.

Chicago has long been in need of modern fire-proof storage for grain, but the railroads seem slow to recognize the needs of the trade. The first line to make any improvements in grain storage facilities is the Chicago & Erie, which has recently added twenty-one re-enforced concrete bins to the old Interstate elevator, which for years was used as a transfer house. Each tank is 73 feet high, 18 feet 6 inches in diameter and its walls are 7 inches thick.

These tanks afford storage room for about 350,000 bushels and are being used by the Quaker Oats Co. in conjunction with the old house. The 21 cylindrical concrete bins are arranged in three rows, giving twelve interspaces. Five of the middle row of tanks are subdivided into quarters, giving the plant 48 different bins.

The plant rests on a pile foundation. The excavation was carried down 20 feet and at this level 1,000 30-foot piles were driven. The foundation walls and slabs were constructed with stationary forms, and above these the cylindrical tank walls were built by the use of sliding forms. The work was carried on day and night so that a homogeneous wall was obtained showing no off-sets nor progress lines which often result where work is carried on in the day time only.

Above the tanks is a reinforced concrete cupola 38 feet wide and 130 feet long and 12 feet high, connected with the Interstate Elevator by three steel bridges of 90-foot span.

Grain is conveyed from the elevator to the concrete storage plant by means of three 30 inch rubber belt conveyors traveling over the steel bridges. These belts deliver the grain to nearby bins, or to a 30 inch reversible belt conveyor, which is equipped with a four-pulley tripper and runs the full length of the cupola.

All bins are hopped and the grain from them drops to either of two reversible belt conveyors underneath, which discharge the grain upon either of two other 30 inch conveyors running thru concrete tunnels under the tracks to the working house.

The working house is equipped with three receiving and three loading legs; the latter being used as transfer legs when occasion demands. All belts, machines and legs are driven by individual electric motors.

I have always appreciated each copy of the Journal and have always found time to read its columns.—A. N. Steinhart, Ransom, Ill.

The Grain Dealers Journal did us a great deal of good and we will take the Journal when we re-enter the trade.—Van Cura Bros., Lucas, Kas.

NORTH AMERICAN GRAIN Exporters Ass'n Formed.

Delegates representing the New York Produce Exchange, Montreal Corn Exchange, Baltimore Chamber of Commerce, Kansas City Board of Trade, Winnipeg Grain Exchange, Chicago Board of Trade, and Philadelphia Commercial Exchange met at New York Dec. 20 in an endeavor to form an organization to promote the common interests of the grain exporters.

S. F. Engs of New York has been elected pres., and Frank Marshall of Philadelphia, sec'y of the new organization, which will be known as the North American Grain Exporters Ass'n.

A campaign will be undertaken to get all of the American and Canadian exporters of grain into the organization, and the promoters thus far have met with a gratifying response from the trade, promising support.

After uniting the grain exporters in this organization it is intended to work for various reforms which have already been informally discussed, in the interest of fair dealing, such as a fair contract with European importers and equitable contracts for transportation.

THE TARIFF hearing on agricultural products and provisions will be held in Washington Jan. 30 before the House Com'te on Ways and Means.



Interstate Elevator and Reinforced Concrete Storage Tanks at Chicago, Ill.

Grain Trade News

ARKANSAS.

Camden, Ark.—S. A. Rowland will build an elvtr. in connection with his grist mill.

Pine Bluffs, Ark.—It is rumored that this city is to have another large mill and elvtr.

CALIFORNIA.

Receipts of grain at San Francisco included 23,751 tons of wheat, 50,115 tons of barley, 3,885 tons of oats, 595 tons of corn and 53,815 sacks of beans; compared with 13,757 tons of wheat, 18,730 tons of barley, 2,587 tons of oats, 236 tons of corn and 91,720 sacks of beans received in December, 1911.—Henry C. Bunker, chief inspector, Chamber of Commerce.

CANADA.

Regina, Sask.—The elvtr. of the Royal Elvtr. Co. burned Dec. 4.

Munson, Alta.—The recently organized Farmers Elvtr. Co. has let contract for a 30,000-bu. elvtr.

Yeomans, Sask.—The elvtr. of the Royal Elvtr. Co., containing 15,000 bus. of wheat, burned recently.

Prince Albert, Can.—The One Northern Mlg. Co., Ltd., has succeeded The Farmers Mlg. & Elvtr. Co.

Port Arthur, Ont.—D. Horn & Co. have overhauled their elvtr. and have put it in readiness to handle wet and damaged grain.

Calgary, Alta.—The Globe Elvtr. Co. has retired from the grain business and is now in process of liquidation.—C. Julsrud, treas. Alberta Pacific Elvtr. Co., Ltd.

Fort William, Ont.—The Superior Elvtr. of Parrish & Heimbecker has been completed and is open for business. The new house has a capacity of 150,000 bus.

Winnipeg, Man.—The Alberta government has announced that it will guarantee the bonds to be issued by the Grain Growers Grain Co., which will extend its operations into that province.

Vancouver, B. C.—A bill providing for the establishment of a harbor board at this port, will be presented to the Dominion Parliament, and it is expected that the government will build at least 2 elvtrs. in the main harbor next year.

Montreal, Can.—The contract for the 1,500,000-bu. addition to Elvtr. No. 1 of the Harbor Commissioners, has been let to the John S. Metcalf Co. at \$700,000. Work will be started at once and it is hoped to have the building completed for 1913 grain.

Quebec, Que.—The Harbor Commissioners will award the contract for a 2,000,000-bu. elvtr. at the Louise dock and a 150,000-bu. floating elvtr., within the next few days. The new elvtr. will be built on the site of the No. 22 freight building and will have galleries extending for over a mile in order to accommodate all grain steamers that berth at the Louise dock as far as the breakwater and the new extensions.

COLORADO.

Peetz, Colo.—It is reported that an elvtr. will be built.—S.

Holly, Colo.—The name of our firm is the Holly Mlg. & Elvtr. Co. Our elvtr. has a capacity of 60,000 bus. and is on the A. T. & S. F. R. R. J. H. Snyder is our agt.—H. E. Lague, mgr.

IDAHO.

St. Anthony, Ida.—T. H. Kelly, formerly mgr. for the Platte Valley Mill & Elvtr. Co. at Gothenburg, is now mgr. for the

St. Anthony Mlg. & Elvtr. Co. and will have full charge of the mill and six elvtrs.

ILLINOIS.

Larchland, Ill.—I have succeeded Curtis Bros.—F. H. Curtis.

Dalton City, Ill.—The Farmers Grain Co. will build a new elvtr.

McCluskey, Ill.—The elvtr. of Chappell & Chappell burned Jan. 3.

Trenton, Ill.—Trenton Grain & Coal Co. incorporated; capital stock \$10,000.

Staleys, R. D. Champaign, Ill.—F. R. Ludwig has succeeded Ludwig & Grady.

Watkins sta., Farmer City p. o., Ill.—T. F. Grady has succeeded F. R. Ludwig.

Harvel, Ill.—The Harvel Lbr. Co. has completed the installation of a new scale.

Edinburg, Ill.—The elvtr. of O. H. Rink has been completed and is receiving grain.

Roodhouse, Ill.—The elvtr. of Elmore & Lemmon was slightly damaged by fire, Jan. 6.

Roanoke, Ill.—Daniel Greuter has bot the interests of his partner, D. C. Belsley, in the firm of Belsley & Greuter.

Crescent City, Ill.—Aubrey Dale of Risser & Dale, was married Dec. 18th to Miss Ruth Stokes of Kankakee.

Rio, Ill.—Our elvtr. at this station has been leased to the Rio Grain Co. and is being operated by it.—W. A. Fraser Co.

Galesburg, Ill.—Burglars entered the offices of the Anderson Grain Co., Dec. 22, and took 4 bright new copper pennies.

Assumption, Ill.—Edward Cushing, Jr., has bot a half interest in the Lacharite Grain Co. and will be mgr. of the company.

Tolono, Ill.—J. A. Creamer was the happy recipient of a thousand dollar check from his father for a Christmas present.—S.

Thawville, Ill.—Geo. E. West has filed a petition of bankruptcy, scheduling his liabilities at \$223,873 and his assets at \$10,224.

Edinburg, Ill.—J. F. Davidson, employed at the elvtr. of the Farmers Elvtr. Co. was married Dec. 18, to Miss Neta Kaue-rauf.

La Place, Ill.—Chapman Bros. of this place and Casner, have been admitted to membership in the Illinois Grain Dealers Ass'n.

Green Valley, Ill.—G. G. Waltmire has succeeded me as mgr. of the Farmers Elvtr. Co. at this station.—P. C. Allen, Ransom.

Fitchmoor, sta., Mendota p. o., Ill.—The elvtr. of August Funsinn has been closed and Mgr. Kahle has gone to Arlington for the winter.

Bentley, Ill.—We have succeeded Geo. O. Coffman. We were formerly in business at Milmine, operating as Baker & Felger.—Felger & Son.

Sandwich, Ill.—Failing to obtain electric power for the operation of its new elvtr., the Farmers Elvtr. Co. has installed a gasoline engine.

Oakland, Ill.—The elvtr. to be built by Chas. Henn of Borton will be built at this station and not at Ashland, as previously reported in this column.—S.

Bloomington, Ill.—Plans for framing a bill to control the car shortage situation to be presented to the state legislature at its next meeting, were discussed at a meeting in this city Dec. 27, by John McCreery and Hermap Danforth, of Washington, S. W. Strong, Urbana, W. Y. Shellabarger, Decatur, and other representatives of the Farmers Grain Dealers Ass'n and the Illinois Grain Dealers Ass'n.

Decatur, Ill.—Chapman-Doke Co. incorporated to deal in grain, feed, etc.; capital stock \$15,000; incorporators R. W. Chapman, Robert C. and G. Doke.

Hartsburg, Ill.—Benjamin H. Behrends, grain dealer, supervisor and banker at this point, died Jan. 8, from diphtheria at the age of 55.

Merritt, Ill.—The elvtr. of Greenleaf & Co. containing 10,000 bus. of corn burned Dec. 31; loss \$10,000. The fire started in the top of the elvtr. and the structure burned to the ground.

Peoria, Ill.—J. H. Ridge, first vice-pres. of the Board of Trade, has accepted the nomination for president and will probably be the unanimous choice at the annual election, Jan. 11.

Cairo, Ill.—The Board of Trade will elect officers at its annual meeting and has appointed Harry E. Halliday, Mayor Geo. Parsons and H. S. Antrim as a com'te to arrange for a banquet.

Homer, Ill.—A false alarm of fire was sounded from the elvtr. of J. M. Current, Dec. 26, a light in an upper story of the elvtr. and the smoke of a passing train, giving the impression of a blaze in the house.

Malta, Ill.—A. D. Stanford of Mankato, Minn., has bot the elvtr. of W. D. Blair taking possession Jan. 1. Mr. Stanford was formerly located at Bardolf and Chatsworth. The sale was made by James M. Maguire.

Tremont, Ill.—J. L. McQueen, a former employee in the elvtr. of the Smith-Happen Co., was awarded \$1,200 damages, Dec. 20, for injuries received when his arm was caught in the wheel of the engine and terribly mangled.

Ransom, Ill.—P. C. Allen, former mgr. of the Farmers Grain & Coal Co. of Green Valley, has succeeded me as mgr. of the Farmers Elvtr. Co. I have been compelled to drop the work on account of failing health.—A. N. Steinhart.

Mount Pulaski, Ill.—James Conners, who has been held by the St. Louis police on the charge of burglary, will be brot back to this city on the charge of having been implicated in the recent robbery of the Farmers Grain & Elvtr. Co.

Clifton, Ill.—Robt. F. Cummings writes from Rangoon, Burma: "Fine June weather here, under Cook County, Ill. Writing even postcards is attended with difficulty, we are so deliciously lazy. Wish this wonderful journey could last a year."

Homer, Ill.—The elvtrs. of J. M. Current and Fred Rose were entered by yegmen Christmas night but nothing of value was taken, a few stamps being secured at the Rose Elvtr. and nothing at the other house. In both cases a pane of glass was removed from a window and the window lifted.

Center sta. no p. o., Ill.—We are building a 35,000-bu. elvtr. on the electric road, 7 miles from Morris. The station has not been named as yet but will probably be called Center. I will be mgr. of the elvtr. and will open for business about Jan. 15.—M. B. Hull, mgr. Center Grain, Lumber & Supply Co.

Roberts, Ill.—The 25,000-bu. elvtr. of the Farmers Grain Co. has been completed and is now in operation. The equipment includes 25 h.p. Fairbanks Gasoline Engine, 1,500-bu. Richardson Automatic Scale, Fairbanks Wagon Scale and two stands of legs. The Burrell Eng. & Const. Co. had the contract.

Williamsville, Ill.—The firm of Frather & Groves has been granted a perpetual injunction restraining Robert L. Cox from engaging in the grain buying business within a radius of 5 miles of this point. The suit grew out of the fact that after the elvtr. had been purchased by the plaintiffs from the defendant, Dec. 24, 1908, with the understanding that Cox would not buy grain within 5 miles of the station, he violated the agreement by starting to deal in grain within the territory restricted by the contract.

Warrensburg, Ill.—Victor Dewein has brot suit against the I. C. R. R. Co., alleging discrimination against him in the matter of grain cars and claiming his business has been damaged to the extent of \$5,000. Mr. Dewein has two elvtrs., one at this station where he has competition, and one at Heman, a station near here where he is the only dealer. He says that he gets his portion of the cars here but finds it impossible to get them at Heman.

Champaign, Ill.—Administrative offices of the Illinois State University are being filled with incompetents thru the working of the civil service law, and the equipment being purchased by law from the state penitentiary is inferior tho costing more than furniture bot in the open market. A protest against the present red tape methods of administration as destructive to all hope of effective education has been voiced by Eugene Davenport, dean of the school of agriculture.

East St. Louis, Ill.—The 1,000,000-bu. elvtr. of the Botsford & Jenks Elvtr. Co., known as the Southern Grain Elvtr., burned at midnight, Dec. 22; loss, \$100,000. The elvtr. was of wooden construction, covered with corrugated iron and had not been in use since it was partially wrecked by a wind storm last summer. At that time the elvtr. was leased by the Pendleton Grain Co. which forfeited its lease. A suit is now pending for the foreclosure of a mortgage of \$70,000 on the elvtr. and a suit has also been brot by the Southern Ry. Co., owners of the site, for claims against the elvtr. company.

Isabel, Ill.—Frank Holmes of Terre Haute, Ind., walked into an open dump in the elvtr. of Paul Kuhn & Co. at this station Dec. 23 and was badly hurt. Mr. Holmes had been installing a set of hopper scales and had ordered the machinery started to test them. In some way the machinery became choked and the dump door was raised to let light into the empty crib but Mr. Holmes was not aware of the fact and walked into the dump, falling onto the drag belt, a distance of 12 ft. Fortunately his cries were heard and the machinery stopped before he was fatally hurt. No bones were broken but he was badly bruised and it is feared injured internally.

Decatur, Ill.—David Sterett Shellabarger, pres. and founder of the Shellabarger Elvtr. Co., died Dec. 26 at the home of his daughter in Red Bluff, Cal. Mr. Shellabarger was 76 years old and contracted influenza while on a recent hunting trip which later developed into myocarditis and caused his death. He was one of the pioneer grain men of the state having started in the grain business about 1859. In 1871 he started a milling and grain business at Topeka, Kan., and at the time of his death was the owner of 35 elvtrs. in that state and 12 or more in central Illinois. He has done much for the development of his home town and will be sadly missed from the business ranks of the city. Burial was at Decatur, Jan. 8.

Morris, Ill.—The elvtr. of the Farmers Square Deal Grain Co., now under construction by Geo. Saathoff, on the electric road from Morris to Yorkville, 7 miles north of here, will have a capacity of 40,000 bus. and will be 36x32 ft. on the ground and 42 ft. to the plate. The cupola will be 26x16x16 ft. The house is of cribbed construction on a solid concrete foundation covered with galvanized iron and will be equipped with 2 elvtr. legs, 12x6 in cups, 2 dumps, a 2,250-bu. Richardson Automatic Scale, manlift from work floor to cupola and 5 to 8-car wire rope car puller. The power plant is of brick 18x12x8 ft., 10 ft. from the elvtr. and equipped with a 20 n.p. gasoline engine. A modern office building 24x16x10 ft. is divided into two rooms, and equipped with a 5-ton Fairbanks Morse Scale, the roof of the office extending over the scale platform, the beam being located in a bay window in the office. The house will be completed and in running order within the next three weeks.

Cisco, Ill.—G. W. Weddle, engineer at the elvtr. of the Shellabarger Elvtr. Co., was found dead in the pit of the elvtr. at noon Dec. 21. His body was terribly mangled, his left arm being torn off, the right leg torn off at the knee, the left leg broken and his skull fractured. He was alone at the time of the accident, all the other employees having gone to dinner but it is tho that he was caught in the fly wheel and dashed to his death. The clothing was torn from the body, parts of it being found on the line shaft. The Shellabarger Elvtr. Co. has been in business since 1856, now owing 60 elvtrs., and Mr. Weddle is the first man to lose his life while on duty in their employ. His death will also be one of the first to come under the Employers Liability Act in Piatt county.

Springfield, Ill.—A Highway Improvement Convention will be held in this city Jan. 31 at which Pres. Wm. C. Brown, of the N. Y. lines will be the principal speaker. Wm. G. Edens, pres. of the Illinois Highway Improvement Ass'n, will be the chairman. Other speakers will be Charles Piez, pres. of the Illinois Manufacturers Ass'n, and S. E. Bradt, chairman of the good roads com'te of the Illinois Bankers' Ass'n. Representative Homer J. Tice will outline the bill he proposes to introduce this legislative session in the interest of good roads and an official of the office of public roads of the dept. of agri. will represent the United States government. He will have exhibits of the work being done by the government and will deliver a lecture on what Uncle Sam is doing for better roads.

CHICAGO NOTES.

James B. Dutch, an old time grain man and a former director of the Board of Trade, died Dec. 30.

Proprietors of the public elvtrs. have published the usual notice of storage charges for the ensuing year.

Mrs. Fanny Clark Mitchell, widow of Richard M. Mitchell, a charter member of the Board of Trade, died Christmas Day.

F. P. A. Brunswick, employed by W. A. Fraser & Co., has made application for the position of railroad and warehouse commissioner.

J. G. Walters, of Walters Bros., was operated upon, Dec. 28, at the Presbyterian Hospital, for appendicitis. The operation was successful.

CHICAGO CALLERS: Louis Weeks, Millington, Ill.; John Piepenbrink, Crete, Ill.; C. C. Davis, Galesburg, Ill.; M. B. Hull, Morris, Ill.; Frank Gibbons, Dwight, Ill.

Corn is coming in in good condition, much better than former years at this time. We are running 18 hours daily.—South Chicago Elvtr. Co., per B. L. Coon, Supt.

Lamson Bros. & Co. gave their annual banquet to the heads of depts., local mgrs. and outside correspondents at the Hotel Sherman, Jan. 6. Covers were laid for 70 guests.

The Belt Line Elvtr. operated by Rosenbaum Bros. has been remodeled, a new belt conveyor 36 ft. wide and 700 ft. long being installed. E. G. Curry is now superintendent.

James R. Godman, for many years the representative of the Western Elvtr. Co. on the Board of Trade, suffered a nervous breakdown, Jan. 5, and has been ordered to a sanitarium for a complete rest.

We have recently elevated tracks alongside of our loading out platform, installed a New Richmond Oat Clipper, and built new fire escape on outside of building.—Mueller-Young Grain Co., per D. H. Danville, supt.

The directors of the Board of Trade have reported unfavorably on the proposed amendment to the anti-corner rule, holding that no provision is made in it for the inspection of grain in cars by the state grain inspection dept. or sampling dept. of the board prior to the arrival of the grain in the city switching districts.

Some shippers are taking a big chance in loading cars heavy during the present car scarcity. F. E. Hawley, supt. of the Merritt Elvtr., recently unloaded two 60,000-lb. capacity cars that contained 96,000 lbs. and 118,000 lbs. of corn.

W. E. White and Eugene R. Pike withdrew from the firm of Finley Barrell & Co., Jan. 1, their partnerships expiring by limitation. Mr. White will take a much needed rest and will travel for his health. Mr. Pike may enter some other line of business.

Frederick Horton, for 30 years an operator on the Board of Trade, died Jan. 3, at Vermejo Park, N. M., where he has been living on the ranch of W. H. Bartlett. Mr. Horton was 70 years old and has been ill for the last 6 months. Burial was in Chicago Jan. 6.

The Pennsylvania Transfer Elvtr. has recently been equipped with a new elvtr. leg with a loading capacity of 50 cars per day, also conveying belt on bin floor for distributing grain thru the house. The Witherspoon-Englar Co. had the contract.—G. E. Connell, Supt.

Wm. F. McCracken, familiarly known as "Cracker Bill" by his friends on the Board of Trade, died Jan. 2, at the age of 49 years. For the past 19 years Mr. McCracken has been board marker for the exchange, and previous to that was settling clerk for B. P. Hutchinson.

The total membership of the Board of Trade Mutual Benefit Ass'n was 993 on Jan. 1, 200 members having been admitted in 1912. The value to the beneficiaries amounts to \$3,257.69. Sec'y Ed. G. Heeman says that the Ass'n was never in better condition and that the 1,000 mark will be reached in a few days.

Application for membership in the Board of Trade has been made by Ed. H. Farley and Wm. Hereley, Jr. New members admitted are Chas. O. Patten, and Martin Kennedy. The memberships of Ernest Carter, Silas S. Whitehouse, W. H. Anderson and the estate of Wm. Hereley, Sr., have been posted for transfer. Memberships are quoted at \$2,300 net to buyer.

The following amendment to Sec. 5 of Rule 21 of the Board of Trade has been posted for ballot: All warehouse receipts for property tendered or delivered on contracts shall be for quantities or parcels, in the aggregate as sold; accompanied by a memorandum of the property delivered, with the price of the same, together with the amount due therefor, provided, that on all time contracts for 5,000 bus. of grain or flaxseed, or any multiple thereof, deliveries shall be made in lots of 5,000 bus.; provided, however that in all deliveries of grain or flaxseed, a tender of less than 1,000 bus. in any one warehouse shall not be deemed a valid tender; and on all time contracts for 1,000 bus. of grain or flaxseed deliveries shall be in lots of one thousand (1,000) bushels in one elvtr.; a variation, however, of one % in the quantity of grain or flaxseed shall not vitiate a tender or delivery, such variation to be settled for at the current market on the day of delivery.

The decision of Judge Smith in the case of Adolph J. Lichtstern v. the J. Rosenbaum Grain Co. was reversed Jan. 9 by the Illinois Appellate Court, Justice Fitch holding that the injunction granted to Lichtstern never had been actually issued and that the necessary bond had not been filed by Lichtstern. After a trial lasting several weeks and comparisons of records of transactions between defendant and brokers, the court held that it was shown that defendant company was dealing in grain in warehouses in which it had an interest, contrary to the law governing public warehousemen, and gave an order the strict enforcement of which would have hampered the business of defendant, hence Mr. Lichtstern did not follow up his victory by filing bond. Judge Fitch says: "Until the complainant shall decide whether he needs an injunction and whether his need is sufficiently urgent to induce him to file a bond of \$100,000 no injunction can issue under the order of the court."

At the annual election of the Board of Trade, held Jan. 6, Edward Andrew was elected to succeed Pres. Frank M. Bunch and E. A. Cross succeeded Frank B. Rice as second vice-pres., Mr. Rice becoming first vice-pres. in accordance with the rule of the board. There was no contest for these two offices or for the members of the com'te on appeals, Edward F. Chapin, L. C. Brosseau, Henry H. Newell, Frederick F. Breckenridge and Ashley O. Jones being elected. The chief excitement was over the choosing of the five new directors from the 10 candidates named, Geo. B. Quinn, C. H. Canby, John R. Mauff, John A. Rodgers, and Wm. L. Gregson being returned as winners. The contest for the com'te of arbitration was also spirited, J. E. Brennen, Fred D. Stevers, Kenneth P. Edwards, James A. Begg and Chas. G. Hulburd being elected. Directors holding over are: Chas. B. Pierce, T. E. Cunningham, David S. Lasier, Leslie F. Gates, John Carden, Robert McDougal, Joseph Simons, Adolph Gerstenberg, Benjamin S. Wilson, L. Harry Freeman. Members of com'te of arbitration retaining office are: Fred. G. Miley, Warren A. Lamson, Earle M. Combs, E. I. Garneau, Luther S. Dickey, Jr., and members of the com'te of appeals whose terms have not expired are: Arthur S. Jackson, Joseph W. Badenoch, Francis L. Schreiner, J. Edward Wynne, John H. Wheeler.

INDIANA.

Attica, Ind.—We have succeeded John T. Nixon.—Nixon & Van Deventer.

Lewisville, Ind.—The Farmers Elevtr. Co. incorporated; capital stock \$10,000.

Markle, Ind.—I am putting up a new smokestack at the elevtr.—J. F. Pice.

Willow, Ind.—I will build an addition to my elevtr. in the spring.—R. H. Kinder.

Cicero, Ind.—I am going to rebuild my elevtr. burned Nov. 30.—E. E. Cornthwaite.

Garrett, Ind.—C. Abel has completed his elevtr. and the B. & O. will build a side track at once.

Walton, Ind.—Oral Neese will succeed O. A. Dutchess as mgr. of the Walton Elevtr. Co., Mr. Dutchess resigning.

Urbana, Ind.—Kinsey Bros. of North Manchester, have bot the elevtr. of the Morrow Grain Co. at this station.

Clarks Hill, Ind.—J. Witt of Lebanon and N. Seegers of this city have bot the elevtr. recently purchased by T. A. Finch of Lebanon from John Doan and will operate as Seegers & Witt.

Evansville, Ind.—The plant of the Evansville Grain & Seed Co. was damaged by fire Dec. 29, to the extent of \$1,200, the blaze being due to a defective flue. The loss was covered by insurance.

Ambia, Ind.—The stockholders of the Ambia Grain Co. met Jan. 4. The annual report for 1912 shows a net profit of \$4,136.85 for the year; 348,494 bus. of grain were handled during the year.—A. R. H.

Wanatah, Ind.—Bailey & Mitzner have just completed the 20,000-bu. addition to their present plant, equipped with 25 h. p. Muncie Gas Engine, Invincible Grain Cleaner, U. S. sheller and Chain Feeder and Fairbanks Hopper Scale. The Burrell Eng. & Const. Co. had the contract.

Oxford, Ind.—The Oxford Grain Co. intends to build a new elevtr. this spring and the directors are now considering plans for it. They have made several trips of inspection to neighboring elevtrs. for the purpose of getting ideas regarding the construction of the new building and installation of engine.—A. R. H.

Kokomo, Ind.—I am now engaged in the grain brokerage business in this city, operating under the name of Dutchess & Staggs. We are representing Churchill of Buffalo. Goemann of Toledo, Dumont-Roberts of Detroit and L. F. Miller & Sons of Philadelphia, and are doing a strict brokerage business buying nothing for our own account.—O. A. Dutchess, formerly mgr. Walton Elevtr. Co., Walton, Ind.

South Whitley, Ind.—The elevtr. of the Farmers' Elevtr. Co. has been undergoing repairs, a large dust house, a cob house and a stock room having been added. A new sheller has also been installed.

Indianapolis, Ind.—The program for the annual meeting of the Indiana Grain Dealers Ass'n, which has been called for Jan. 21-22, is still incomplete, but we have been assured of the attendance of Dr. J. W. T. Duvel of the Agricultural Dept., who will talk to the members on "Grain Standardization." The Ass'n will also be favored by an address on "Some Phases of Ass'n Work," by E. C. Elkenberry, pres. of the Ohio Grain Dealers Ass'n. Other speakers will be John L. Ketchum of Indianapolis, chairman of the Ass'n on Industrial and Agricultural Education, who will devote his time to the discussion of things needful in the matter of legislation and otherwise in the advancement of this class of education. We also expect to have C. D. Jones, pres. of the Grain Dealers National Ass'n, J. C. F. Merrill of the Chicago Board of Trade on the subject of "Speculation," and also some representative of the National Citizens League, on the subject of "Banking and Currency Reform." Subjects of interest will be considered and discussed by the trade at large, without any assignments as to individuals. The further features of the program, contemplate a smoker or other entertainment the evening of the 21st, at which some of the above addresses will be delivered.—Chas. B. Riley, sec'y.

IOWA.

Modale, Ia.—A farmers elevtr. company has been organized.

Pierson, Ia.—Chas. Guth is now mgr. of the Farmers Elevtr. Co.

Sac City, Ia.—The elevtr. of the Farmers Elevtr. Co. has been completed.

Eldridge, Ia.—The Farmers Elevtr. Co. will build an addition to cost \$5,000.

Thor, Ia.—Theo. Olson is now assistant at the elevtr. of the Farmers Elevtr. Co.

Rinard, Ia.—The recently organized Farmers Elevtr. Co. is building an elevtr.

La Porte City, Ia.—The elevtr. of the Farmers Co-operative Exchange burned Dec. 24.

Storm Lake, Ia.—Wm. Jackson will succeed Ed Lasier as mgr. of the Farmers Elevtr. Co.

Palmer, Ia.—E. A. Beneke has succeeded M. A. Coykendall as mgr. of the Farmers Elevtr. Co.

Mt. Ayr, Ia.—E. E. Hayes & Sons will equip their elevtr. with a Hall Signaling Distributor.

Washta, Ia.—I have recently been appointed postmaster at this station.—J. K. McGonagle.

Nevada, Ia.—We have improved our elevtr. and installed new machinery.—Frazier & Son.

Alta, Ia.—Thomas Schambler will succeed Pat Morrissey as mgr. of the Farmers Elevtr. & Supply Co.

Burlington, Ia.—The B. & M. Elevtr. is still standing idle with only a slight prospect of opening.—B. J. Tobin.

Morrison, Ia.—P. R. Frazier & Co. have improved their elevtr. and installed new machinery.—Frazier & Son, Nevada.

Minden, Ia.—The Stühr-Reesy Grain Co., a branch of the Rothschild Grain Co., has discontinued business at this station.

Palmer, Ia.—The elevtr. of the Palmer Grain Co. has been improved and new machinery installed.—Frazier & Son, Nevada.

Woolstock, Ia.—We are located on the C. & N. W. tracks and get only about ½ the number of cars we need.—Farmers Elevtr. Co.

Spirit, Lake, Ia.—Geo. S. Fuller now owns and operates the elevtrs. and mills of C. F. McFarland.—W. G. Becker, agt. B. B. Anderson.

Lamoni, Ia.—The recently organized Farmers Elevtr. Co. is buying and shipping grain, altho it has not commenced to build its elevtr. on the site recently secured.

Remsen, Ia.—Joseph Ahman of Tierney & Ahman, was married Dec. 21, to Miss Margaret Eichhorn of Colorado Springs, Colo. The honeymoon will be spent in California.

Larrabee, Ia.—W. R. Montgomery, sec'y of the Farmers Elevtr. Co., is temporarily in charge of the elevtr., W. H. Graham, mgr., having resigned to accept a similar position in Illinois.

Cedar Rapids, Ia.—The Jackson Grain Co. is said to be negotiating for the purchase of the plant of the T. G. White Cereal Co. If this deal is not closed an elevtr. will be built.

Thornton, Ia.—F. R. Hopley resigned as mgr. for the Farmers Incorporated Society, Dec. 31, and will be on the road for a commission firm, traveling Northern Iowa and Southern Minnesota.

Scarville, Ia.—The elevtr. of the Farmers Elevtr. Co., containing \$8,000 worth of wheat, burned to the ground Dec. 28; loss covered by insurance. A box car which had just been loaded with grain was also destroyed.

Onawa, Ia.—The 50,000-bu. elevator of the Farmers Grain Co. has been completed and is now in operation. Equipment consists of Hall Distributors, Richardson Automatic Scale, Burrell Manlift, two stands of elevators and car puller. The Burrell Eng. & Const. Co. had the contract.

Forest City, Ia.—Henry Denzel, owner of the Denzel Elevtr., was badly injured Dec. 18 when his clothing caught in a set screw as he was starting the engine. He was being rapidly drawn into the machinery, when a witness of the accident had the presence of mind to throw a heavy board into the wheel and thus stop the machinery until the power was shut off. Tho badly wrenched and bruised, it is not thought that his injuries will prove fatal.

Oskaloosa, Ia.—Chas. O. Patton and Ed H. Hasenwinkle, of Chicago, have established an office at this city to conduct a brokerage business in cash grain and execute orders for future delivery on the Chicago Board of Trade, over the private wire to be extended there by Lamson Bros. & Co. Mr. Hasenwinkle is well known to the grain trade in Illinois and Iowa where he represented the J. Rosenbaum Grain Co., and Thayer & Co., for seven years. Mr. Patton is well versed in railroad rates and grain traffic. Their many friends predict success in their new venture.

Packwood, Ia.—E. A. Miller of E. A. Miller & Son dropped dead on the evening of Dec. 5 and the elevtr. and coal business of the company has been sold to the A. D. Hayes Co., which now own elevtrs. at Mt. Pleasant, New London, Yarmouth and Mt. Union, possession being given Jan. 6. The firm of E. A. Miller & Son was founded in 1892 by my father and I, altho I have never been active in the business, operating an elevtr. at Mt. Union for 2 years. We came to this station in August, 1894, and my father was mgr. until his sudden death. He was a thoro grain man and built up a fine business in this territory. He had many friends in the grain trade. He was as honest as the day is long and his word was as good as his bond. In all his life I do not think he ever intentionally harmed anyone.—A. W. Miller, Mt. Pleasant.

KANSAS.

Rydal, Kan.—G. C. Dooley is now mgr. of the Farmers Elevtr. Co.

Mound City, Kan.—The new elevtr. of the Blaker Lbr. & Grain Co. is now in operation.

Lost Springs, Kan.—John McCoy has bot the elevtr. of W. O. Woods and will operate it.—S.

Moscow sta., R. D. Woodsdale, Kan.—W. O. Woods has let contract for an elevtr. at this station to Morley Bros., Haden & Plott.

Belpre, Kan.—J. H. Tudor has bot the interests of W. C. Blount in the Sturgeon Grain Co.

Gorham, Kan.—The Russell Lumber Co. is equipping its elvtr. with a Hall Special Elvtr. Leg.

Geuda Springs, Kan.—W. L. Huffman has purchased the elvtr. formerly owned by Huffman & Mann.

Centralla, Kan.—I have leased the elvtr. of Fisher & Son for the present year.—E. C. McBee, formerly mgr.

Delevan, Kan.—The elvtr. of the Robert T. Ray Grain Co. burned Dec. 12; loss \$6,000; partially covered by insurance.

Bison, Kan.—D. S. Erni has formed a partnership with Andrew Stramel and will enter the grain business at this station.

Joy, Kan.—The Joy Grain Co. has recently completed a warehouse attached to its elvtr. for the handling of feed and seed.—S.

Millerton, Kan.—The elvtr. of J. O. Seitz, containing 3,000 bus. of wheat, burned Dec. 15. The elvtr. was fired by locomotive spark.—S.

Dartmouth sta., Great Bend, Kan.—The Wolf Mlg. Co. has built a 40,000-bu. elvtr. to replace the one burned at this station a year ago.

Larned, Kan.—The Pawnee County Grain & Supply Co. has just completed an addition to its elvtr., increasing the capacity to 40,000 bus.—S.

Detroit, Kan.—W. J. Lexow has purchased the Detroit Elvtr. Co.'s elvtr. that was built last year and has leased it to A. C. Long, who is now operating it.—S.

Fredonia, Kan.—Hampton Bros. have remodeled the elvtr. recently purchased from the Fredonia Grain Co., and have built a 30x40-ft. addition for a feed grinding plant.

Belleville, Kan.—A. W. Hoag has bot the interests of S. W. Jackson in the Belleville Mill & Elvtr. Co., and will be assisted by his son Miles. Extensive improvements are planned.

Hazelton, Kan.—Bridges & Vosburg have dissolved partnership. John L. Bridges now owns and operates the elvtr. on the Mo. Pac., and J. B. Vosburg operates the one on the Santa Fe.—S.

Cheney, Kan.—The stockholders of the Cheney Grain & Elvtr. Co. held a meeting Dec. 28 and re-elected the board of directors. My report showed a profit of \$2,510 since July 1, 1912.—R. Lowe, mgr.

Westphalia, Kan.—The Farmers Exchange & Supply Co. has recently bot the elvtr. of the Westphalia Mlg. Co. It has added additional machinery and installed gasoline power to replace the old steam plant.—S.

Fowler, Kan.—The South West Grain Co. of Stafford has built a 20,000-bu. elvtr. at this station. Gasoline engine is located in a detached power house and the elvtr. is iron clad and modern in every respect.—S.

Hutchinson, Kan.—I have succeeded the O'Neil Kaufman, Pettit Grain Co. in the grain business, tho we still own a transfer house here in partnership. We sold our elvtrs. at Wellsford, Haviland, Brenham, Greensburg and Kingsdown, Kan., to the Larabee Mlg. Co.—L. H. Pettit of the L. H. Pettit Grain Co.

WICHITA LETTER.

Three negro boys are charged with having stolen 10 bus. of wheat from a car in the R. I. yards. They received \$6.10 for the grain.

Receipts of grain at Wichita during December included 1,029,600 bus. of wheat, 199,200 of corn and 10,000 bus. of oats; compared with 343,200 bus. of wheat, 201,120 of corn and 21,000 bus. of oats received in December, 1911. Shipments for the months included 518,400 bus. of wheat, 85,700 of corn, and 10,000 bus. of oats; compared with 90,000 bus. of wheat, 85,000 of corn and 9,000 bus. of oats shipped during December, 1911.—Jas H. Sherman, sec'y Board of Trade.

The 1,000,000-bu. elvtr. so long talked of for this city is again the subject of discussion and efforts will again be made to raise the \$200,000 needed to build it.

The Kemper Grain Co. has moved into the offices recently vacated by the Geo. Kock Grain Co., the latter firm having taken larger quarters on the second floor.

L. H. Harrod, who has been operating under the name of Harrod & Co., left here Dec. 23, stating that he wud make a trip thru southwestern Kansas and be back in a few days. Since that time nothing has been heard from him and several claims have been filed against the company on contracts for undelivered grain. Harrod was formerly connected with J. R. Harold in the Harold-Harrod Grain Co., but withdrew from that firm, which now operates as the J. R. Harold Grain Co. and is in no way connected with Harrod & Co.

KENTUCKY.

Louisville, Ky.—The Kentucky Public Elvtr. Company has let the contract for a concrete oats bleacher.

Louisville, Ky.—C. W. Bickel Co. incorporated to deal in grain, provisions and bonds; capital stock \$10,000.

Louisville, Ky.—Alfred Brandeis is candidate for re-election as director of the Board of Trade at the annual election Jan. 13.

Lexington, Ky.—The Blue Grass Commission Co. has let contract to the Burrell Engineering & Const. Co. for a 15,000-bu. cribbed elvtr. in connection with its mill. Wagner electric motors will furnish the power.

Hopkinsville, Ky.—The Acme Mills incorporated to take over the plant of the defunct Acme Mills & Elvtr. Co.; capital stock \$150,000; incorporators W. B. Anderson, Joe P. Dunlop, Norman Smith, W. A. Chambers, W. B. Anderson, Jr., and J. M. Neblett. Mr. Neblett will be mgr.

LOUISIANA.

Lake Charles La.—The American Feed Co. has brot suit against the St. L. I. M. & S. Ry. Co. to recover \$21 loss, due to the alleged leaking of a car of feed.

New Orleans, La.—The following com'te has been appointed to nominate a ticket for the Board of Trade election to be held Jan. 13: J. A. Fallon, chairman; H. L. Pitcher, P. M. Schneidau, L. H. Collet, P. A. Best and Jos. McCloskey, ex-officio.

New Orleans, La.—Emil Steinhart, of the grain and lumber exporting firm of Steinhart & Co., died suddenly Dec. 29, of heart disease. Mr. Steinhart was 60 years old and had been in this country for 40 years. His death was unexpected as he had attended to business all day and seemed in good health.

New Orleans, La.—The export trade from this port is showing a steady and gratifying increase, the exports during December including 1,921,655 bus. of wheat, a gain of 1,887,875 bus. over 1911, when 23,779 bus. were exported. For the season beginning Sept. 1, 1912, 7,470,187 bus. of wheat were shipped out, the increase amounting to 7,246,187 bus. over the same period in 1911, when 223,772 bus. were exported. Corn exports are not so heavy, showing a decrease from last year. For December they amounted to 146,536 bus., compared with 478,756 bus. for December, 1911, a decrease of 332,220 bus. For the season beginning Sept. 1, 1912, corn exports amounted to 523,570 bus. against 984,931 bus. exported in the corresponding season of 1911, making the decrease 461,360 bus. The December exports of corn included 25,122 bus. of kafir corn. Oat exports for the month were 22,069 bus. against 10,444 bus. in December, 1911, an increase of 11,625 bus. For the season beginning Sept. 1, 1912, oats exports were 162,642 bus. compared with 22,847 bus. in the corresponding period of 1911, an increase of 139,795 bus.—W. L. Richardson, chief inspector, Board of Trade.

MARYLAND.

Baltimore, Md.—Edwin Hewes has become associated with C. P. Blackburn & Co. Mr. Hewes was for many years in the foreign grain business at this port and is widely known among grain dealers abroad.

Baltimore, Md.—The Western Maryland Terminal Co. was authorized by the directors of the Western Maryland Ry. Co. at a meeting held Dec. 19, to buy 90 acres of land at Port Covington, Baltimore, to be used for greater terminal facilities. The railroad company will spend \$1,000,000 in the work.

Receipts of grain at Baltimore during December included 2,758,832 bus. of wheat, 2,359,738 of corn, 1,274,645 of oats, 124,672 of barley and 135,319 bus. of rye; compared with 559,918 bus. of wheat, 2,503,063 of corn, 118,765 of oats, 3,226 of barley and 56,944 bus. of rye received during December, 1911. Shipments for the month included 2,292,107 bus. of wheat, 1,289,514 of corn, 2,891,922 of oats, and no barley or rye; compared with 580,737 bus. of wheat, 1,799,620 of corn, 284 of oats, and no barley or rye shipped during December, 1911.—Jas. B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Elkton, Mich.—Farmers Elvtr. Co. incorporated; capital stock \$30,000.

Richville, Mich.—J. L. Ortner is installing an electric light plant in his elvtr.

Dorr, Mich.—Weaver Bros. have bot a half interest in the elvtr. of the Dorr Elvtr. Co.

Freeland, Mich.—The People's Grain Co. incorporated; capital stock \$20,000. The new company will succeed Barberin & Beach.

Detroit, Mich.—The calendar day rule to govern time of shipments and delivery of grain, has been adopted by the Board of Trade. Rules compelling the charging of interest on consignments and discouraging the payment of collect telegrams that do not contain orders, was also adopted.

The proposed charge of \$2 for the reconsigning of carload shipments received at Detroit to points within the switching district, has been declared unreasonable by the Interstate Commerce Commission, unless the consignees are advised of the arrival of the car at Toledo on the tracks of the carriers making delivery at Detroit. In that case the consignee has a chance to wire reconsignment orders before the cars reach Detroit.

Receipts of grain at Detroit during December included 223,000 bus. of wheat, 437,800 of corn, 300,050 of oats, 73,000 of barley and 7,000 bus. of rye; compared with 284,080 bus. of wheat, 535,000 of corn, 231,300 of oats, 53,200 of barley and 11,700 bus. of rye received during Dec., 1911. Shipments for the month included 75,000 bus. of wheat, 240,000 of corn, 16,000 of oats, no barley and 9,000 bus. of rye; compared with 18,800 bus. of wheat, 367,715 of corn, 9,652 of oats, no barley and 12,650 bus. of rye shipped during December, 1911.—M. S. Donovan, sec'y Board of Trade.

MINNESOTA.

Owatonna, Minn.—The elvtr. of G. A. Swan is now open.

Blooming Prairie, Minn.—John F. Beaty is now agt. for the Hunting Elvtr. Co.

Wadena, Minn.—The Inter State Grain Co. is permanently closing its elvtr at this station.

Albany, Minn.—The partnership between Peter Kraker and John Wertin has been dissolved, Mr. Wertin resigning.

Orleans, Minn.—C. Christenson has succeeded me as agt. for the Atlantic Elvtr. Co.—A. J. Hunter, Ardath, Sask.

Fairfax, Minn.—The Farmers Grain & Stock Co. has taken over the elvtr. of the Security Elvtr. Co. E. Hagg, mgr. for the old company, continues as mgr. for the new.

Plainview, Minn.—The Plainview Mill & Elevtr. Co. will spend \$7,000 in repairing its plant, damaged by fire Dec. 10.

Barnesville, Minn.—A. J. Borsheim, formerly agt. for the Winter Truesdale Ames Co. at Wolverton, has removed to this place.

Mazeppa, Minn.—Mr. Miller, asst. mgr. of the Pine Island Farmers Elevtr. Co., will succeed Chas. Marx as mgr. of the Farmers Elevtr. Co., Mr. Marx resigning.

Cannon Falls, Minn.—The Commercial Grain & Elevtr. Co. incorporated; capital stock \$50,000; incorporators, A. R. Mensing, Matthew Holland, C. O. Bye and A. A. Anderson.

Duluth, Minn.—W. R. McCarthy has been admitted to membership in the Board of Trade and the membership of C. S. Moore has been posted for transfer.—Chas. F. Macdonald, sec'y.

Willmar, Minn.—The stockholders of the Farmers Elevtr. Co. are contemplating the changing of the by-laws of the company and the purchase of the elevtr. of the Campbell-Hodgson Co. for use as a terminal elevtr.

Receipts of grain at Duluth during December included 9,914,579 bus. of wheat, no corn, 414,464 bus. of oats, 1,259,535 bus. of barley and 131,753 bus. of rye; compared with 2,461,286 bus. of wheat, 4,243 bus. of corn, 897,539 bus. of oats, 209,269 bus. of barley and 31,352 bus. of rye, received during December, 1911. Shipments for the month included 6,918,349 bus. of wheat, no corn, 273,049 bus. of oats, 1,423,075 bus. of barley and 72,361 bus. of rye; compared with 2,413,241 bus. of wheat, no corn, 439,571 bus. of oats, 348,347 bus. of barley and 128,761 bus. of rye shipped during December, 1911.—Chas. F. Macdonald, sec'y Board of Trade.

MINNEAPOLIS LETTER.

Charles Vogtel has been admitted to membership in the Chamber of Commerce.—Jno. G. McHugh, sec'y.

The grain receipts for 1912 at this market shattered every record ever made here, the total receipts being 174,210,400 bus., a gain of 27,585,890 bus. over 1911 and of 13,635,710 bus. over 1910, the heaviest previous year, when 160,574,780 bus. made this city famous all over the country.

We have arranged for our annual convention to be held at Minneapolis Jan. 28, 29 and 30, and expect to have the largest attendance we have ever had. We are arranging the program and will have some strong speakers.—J. L. Demaray, sec'y Farmers Grain Dealers Ass'n, Pipestone, Minn.

Llewellyn A. Cobb, a veteran grain man of this city, and a member of the Chamber of Commerce for 26 years, died Jan. 1, having been taken ill on Christmas day. Mr. Cobb was 69 years old and began his connection with the grain business in 1864 at Hastings, Minn. In 1886 he came to this city and founded the L. A. Cobb Co. and for the last two years he has been connected with the J. K. Elliott Co.

This market is feeling the pinch of the car shortage situation, much difficulty being experienced by many local shippers in securing the required cars for outbound shipments. At this time one firm is in need of 800 cars for barley shipments, another requires 500 cars for oats and a third is endeavoring to locate a like number for wheat. The congestion in the yards is causing increased demurrage charges and the situation is serious.

With the coming of the new year many firms changed quarters, among them being the Gregory, Jennison & Co., and its allied company, Powers Elevtr. Co., who will occupy the entire 4th floor of the Flour Exchange; the Northwestern Elevtr. Co., which will take over the old quarters of the above two firms; Carter, Sammis & Co., now on the 9th floor of the Chamber of Commerce Bldg., will take the offices vacated by the Northwestern Elevtr. Co., and the Getchell-Tanton Co. will follow the Carter-Sammis Co. on the 9th floor.

The elevtr. of the Albert Dickinson Co., burned Dec. 21, will not be rebuilt until spring. In the meantime grain drying machinery will be installed in some of the other warehouses of the company.

Receipts of grain at Minneapolis during December included 18,719,240 bus. of wheat, 1,156,400 of corn, 2,505,160 of oats, 4,410,280 of barley and 531,640 bus. of rye; compared with 11,176,330 bus. of wheat, 581,320 of corn, 1,139,230 of oats, 1,562,500 of barley and 211,050 bus. of rye, received during December, 1911. Shipments for the month included 3,016,320 bus. of wheat, 573,700 of corn, 1,709,130 of oats, 3,767,180 of barley and no rye; compared with 2,159,610 bus. of wheat, 447,280 of corn, 1,277,410 of oats, and 2,032,880 of barley and 132,630 bus. of rye shipped during December, 1911.—Jno. G. McHugh, sec'y Chamber of Commerce.

MISSOURI.

Richmond, Mo.—Hamacher & Son will build a brick elevtr. in the spring.

Keytesville, Mo.—Moore & Taylor are scoop shovelers at this station.—Leach Bros. Grain Co.

Mayview, Mo.—A farmers elevtr. company is being organized at this station. W. Etherington is interested.

Blackburn, Mo.—The recent accident in which L. R. Zeller, owner of the Zeller Elevtr., lost his life, was due to the fact that he allowed the water in the boiler to get too low and then pumped cold water into the heated boiler. The boiler exploded, completely wrecking the engine room and throwing parts of the boiler weighing from 12 to 15 hundred lbs., a 100 yards or more. The east side of the elevtr. was badly damaged and the engine was reduced to scrap iron. Mr. Zeller was instantly killed.—J. N. Breitenstein.

KANSAS CITY LETTER.

The Lonsdale Grain Co. has filed an amendment to its charter, increasing its capital stock from \$15,000 to \$50,000.

We will hold our 16th annual meeting at Kansas City, Feb. 11-13. Our headquarters will be at the Coates House.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n.

A. J. Denton, who was found dead under his overturned automobile, Dec. 22, near Dorchester, Neb., was traveling representative for the Denton-Kuhn Grain Co. of this city.

Receipts of grain at Kansas City during December include 2,566,800 bus. of wheat, 1,538,150 of corn, 411,400 of oats, 27,500 of rye and 40,600 of barley; compared with 819,600 bus. of wheat, 2,202,000 of corn, 510,000 of oats, 2,200 of rye and 30,800 of barley, received during December, 1911. Shipments for the month included 2,458,800 bus. of wheat, 713,750 of corn, 380,800 of oats, 11,000 of rye and 29,400 of barley; compared with 770,400 of wheat, 1,416,000 of corn, 350,200 of oats, 1,100 of rye and 15,400 of barley shipped during December, 1911.—E. D. Bigelow, sec'y Board of Trade.

At the annual election of officers of the Board of Trade, held Jan. 7, R. J. Thresher was returned pres. by a majority vote of 155. Other officers elected were: D. F. Piazzek, 2d. vice-pres.; Oliver Denton, Henry P. Ismert, T. F. McLiney, B. C. Moore, A. R. Pierson and Paul Uhlmann, directors; F. B. Godfrey, Frank B. Clay, Sam'l P. Hinds, Tracy L. Cockle and Geo. I. Kimball, arbitration com'te. Geo. A. Aylesworth, who was 2d vice-pres. for the year 1912, becomes 1st vice-pres. under the rules. The six directors holding over were W. C. Goffe, B. F. Hargis, G. A. Moore, Chas. T. Neal, O. A. Severance and Thos. R. Smith.—E. D. Bigelow, sec'y.

ST. LOUIS LETTER.

The Christmas dinner of the St. Louis Grain Club was held at the Mercantile Club Dec. 17; the following were admitted to membership: G. A. Turner, John Van Noyes, Walter Toberman, Q. Owings and C. E. Kern.

Applications for membership in the Merchants Exchange have been made by Fritz Mark, J. Herman Belz, J. H. Wright, Jr., and James F. Frye.

Warning notices have been posted in the exchange hall by the directors of the Merchants Exchange as a result of the frequent complaints of the loss of samples and the throwing of grain and missiles.

The annual election of the Merchants Exchange was held Jan. 8. John L. Messmore was elected pres., receiving 425 votes; Marshall Hall, 1st. vice-pres., 422 votes; Roger P. Annan, Jr., 2d. vice-pres., 417 votes; Christian Bernet, 428 votes; Chas. L. Niemeir, 429 votes; Cary H. Bacon, 423 votes; W. H. Toberman, 427 votes, and C. A. Martin, 423 votes, directors. The total vote polled was 482.

Receipts of grain at St. Louis during December included 2,899,849 bus. of wheat, 2,524,735 of corn, 2,131,910 of oats, 4,400 of rye and 264,000 bus. of barley; compared with 764,136 bus. of wheat, 2,311,930 of corn, 1,329,400 of oats, 7,700 of rye and 89,600 bus. of barley received during December, 1911. Shipments for the month included 2,240,080 bus. of wheat, 1,061,080 of corn, 1,445,500 of oats, 4,630 of rye and 15,150 bus. of barley; compared with 1,119,520 bus. of wheat, 1,202,600 of corn, 777,680 of oats, 6,790 of rye and 10,480 bus. of barley shipped during December, 1911.—Eugene Smith, sec'y Merchants Exchange.

The three amendments to the rules of the Merchants Exchange which were given in full in these columns Dec. 10th, have been adopted by the exchange. The first amendment refers to duplicate certificates of membership while paragraphs 4 and 5 to Rule 8 are as follows: Paragraph 4—"On all grain received and inspected at St. Louis and sold delivered to an industry in E. St. Louis, and on all grain received and inspected at E. St. Louis and sold delivered to an industry in St. Louis, the buyer shall pay the second inspection." Paragraph 5—"On all grain, hay, straw, or mill feed sold for unloading at St. Louis or E. St. Louis the cost of weighing shall be paid by the seller provided such cost does not exceed \$1.00 per car. Any cost in excess of \$1.00 per car to be borne by the buyer."

The following suggestion has been endorsed by the directors of the Merchants Exchange and will be presented to the railroad and warehouse commissioners at their next meeting by R. P. Thompson, deputy chief inspector of the state Grain Inspection Dept.: It has been brot to the attention of the grain com'te that the rules and regulations, adopted by the railroad and warehouse commissioners of the state of Missouri, governing the inspection of grain in Missouri, provide for maximum percentages of moisture tests in the inspection and grading of corn. As the dept. has no facilities for the fulfillment of this provision, we suggest that the board of directors bring this to the attention of the railroad and warehouse commissioners and request that they either put in sufficient machines to test all corn received and inspected in St. Louis, or have the moisture tests requirements stricken from the inspection rules.

John Mullally, pres. of the John Mullally Com's'n Co., died on New Year's Day, just a week after his 79th birthday, which fell on Christmas. Mr. Mullally had been engaged in the grain trade for the last 60 years and was a charter member of the Merchants Exchange, and tho one of its founders, he steadfastly refused to serve in any official capacity. To all such requests he replied that he was content to be merely pres. of the John Mullally Com's'n Co. He had been in poor health since last July, but his death was a shock to his legion of business and personal friends. One who knew him well says: "He was a kindly old man, fair and upright in all of his dealings, a representative American business man." He is survived by his widow, two daughters and a son, Martin J. Mullally. Two years ago Mr. and Mrs. Mullally celebrated their golden wedding anniversary. Eight

grandsons were the active pall bearers at the funeral, held Jan. 3, the honorary pall bearers being members of the Merchants Exchange, a large number of whom attended. Mr. Mullally will be greatly missed by all who knew him.

MONTANA.

Big Sandy, Mont.—The elvtr. of the Rocky Mountain Elvtr. Co. has been completed.

Simms, Mont.—The elvtr. of the Central Montana Elvtr. Co. has been completed and is taking in grain. T. F. Cruzen is agt.

Gilman, Mont.—The Montana Central Elvtr. Co. has practically completed its elvtr. here. C. F. Cargo of Williams is mgr.

Culbertson, Mont.—Louis Peterson has succeeded me as mgr. for the Farmers Elvtr. Co. at this station.—J. C. Sullivan, mgr. of the Farmers Elvtr. Co., Lanark.

Culbertson, Mont.—We are installing a new gasoline engine in our Elvtr. No. 2 and are putting it in good shape. We are also repairing our feed mill.—Farmers Elvtr. Co.

NEBRASKA.

Anoka, Neb.—The Farmers Elvtr. Co. incorporated to build an elvtr.

Ayr, Neb.—The Ayr Grain & Supply Co. incorporated; capital stock \$8,000.

Bancroft, Neb.—The Farmers Grain Co. has bot the elvtr. of the Rodebaugh Grain Co.

Douglas, Neb.—Carl West has bot the elvtr. of A. J. Denton, formerly leased by W. D. Kuhn.

Utica, Neb.—The elvtr. of the Farmers Elvtr. Co. was opened Dec. 16, with C. L. Norman as mgr.

Spencer, Neb.—The Farmers Elvtr. Co. has succeeded the Trans-Mississippi Grain Co.—Meyer Brandvig, sec'y.

Gothenberg, Neb.—John Walsh of La Junta, Colo., has succeeded T. H. Kelly as mgr. of the Platte Valley Mill & Elvtr. Co., Mr. Kelly having gone to St. Anthony, Ida.

Coleridge, Neb.—The Farmers Elvtr. Co. has bot the elvtr. of the Saunders-Westrand Co., which it has leased for some time.

Howe, Neb.—We have just built a 15,000-bu. elvtr. to replace the one burned in May, 1912.—E. A. Rhodes, of Howe Elvtr. Co.

Smartville sta., p. o. name St. Mary, Neb.—The 20,000-bu. elvtr. of the Farmers Elvtr. Co. has been completed and J. E. Stutheit is mgr.

Omaha, Neb.—John H. Morris, formerly mgr. of the Nye-Schneider Fowler Grain Co. here, but now connected with a large Northwestern mill, spent a few days visiting the trade.

Omaha, Neb.—The State Line Elvtr. Co. is installing a new leg with 24 in. buckets, also a 1,600 recording beam hopper scale, the equipment being furnished by the American Supply Co.

Omaha, Neb.—The Omaha Alfalfa Mills are putting two large stands of elvtrs., conveyors and making extensive improvements, the supplies and machinery being furnished by the American Supply Co.

Receipts of grain at Omaha during December included 1,443,600 bus. of wheat, 2,353,200 of corn, 1,426,300 of oats, 37,400 of rye and 46,200 bus. of barley; compared with 710,400 bus. of wheat, 2,307,600 of corn, 742,900 of oats, 8,800 of rye and 497,000 of barley received during December, 1911. Shipments for the month included 1,113,600 bus. of wheat, 1,072,500 of corn, 1,581,000 of oats, 21,000 of rye and 47,000 bus. of barley; compared with 527,100 bus. of wheat, 1,613,000 of corn, 585,000 of oats, no rye and 68,000 bus. of barley shipped during December, 1911.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

Manchester, N. H.—McQuessen & Lewis are building a 10,000 bu. elvtr.

Central Village, Conn.—F. H. Tillinghast has bot the grain business of E. H. Kennedy.

Augusta, Me.—C. S. Harlow has bot a site and will build a grain warehouse for Stanley, Harlow & High.

West Canaan, N. H.—The warehouse of H. L. Webster burned at midnight Dec. 26; loss \$15,000; insurance \$750.

Waterbury, Conn.—D. E. Carroll & Co. incorporated to deal in grain, etc.; capital stock \$60,000; incorporators Dennis E., Geo. E. and Amanda A. Carroll.

Westville, Conn.—Westville Groceries & Grain Co. incorporated; capital stock \$2,500; incorporators John T. Cotter and Ed. L. Minor, both of New Haven.

Portland, Me.—E. F. Sheldon and R. J. Eliason are charged with having tapped grain cars in the yards at East Deering and taken the grain away in sacks.

Manchester, N. H.—Horace Marshall for many years in the grain business in this city, died Dec. 24 after an illness of only a few days. Mr. Marshall was 69 years old and for the last 31 years had been active in the grain trade of the city.

Boston, Mass.—The following com'te has been appointed by the recently organized Grain Board of the Chamber of Commerce, to revise the grain trade rules: Harry J. Wood, chairman, Chas. A. Rache, Frank J. Ludwig and Walter E. Smith.

Bangor, Me.—The old Dole & Fogg mill, which has been used of late by A. R. Hopkins Co. as a warehouse for grain, cement, etc., burned Christmas morning; loss \$15,000. The greater damage to the grain was from water. The building will be rebuilt at once.

NEW YORK.

Auburn, N. Y.—The elvtr. of Chas. W. Brister is nearing completion.

New Berlin, N. Y.—M. H. Beards has succeeded W. H. Lottridge in the grain business.

Monroe, N. Y.—Crouse & Lewis incorporated to deal in grain, feed, etc.; capital stock \$15,000.

Port Chester, N. Y.—The new Ryan Elvtr., which was damaged by fire last August, is again in operation.

Syracuse, N. Y.—Robert E. Page Co. incorporated to deal in grain, seeds, etc.; capital stock \$6,000; incorporators Robert E. and S. V. Page.

New York, N. Y.—Augustus Talbot, for many years in the grain brokerage business in the Produce Exchange, died Jan. 2, from heart disease, at the age of 62 years.

Chatham, N. Y.—The office of the Chatham Grain Co. was entered by burglars, Dec. 13. The thieves dynamited the safe but obtained only a dollar for their trouble.

New York, N. Y.—James R. Cowing, for many years cashier for David Dows & Co., died recently. He was well known to the members of the Produce Exchange, and has been identified with the local grain trade for years.

New York, N. Y.—Over 2,000 poor and crippled children were guests at the annual entertainment for the little ones given Jan. 7 by the members of the Produce Exchange. This year the exchange floor was encircled with specially constructed seats and in the center acrobats, clowns, trick ponies and the usual ensemble of the circus, performed for the benefit of the wide-eyed youngsters. Baskets containing skates and toys, books, fruit, candy, etc., were distributed to each child.

BUFFALO LETTER.

The annual frolic of the grain men on the Chamber of Commerce was held during the afternoon of Dec. 31, being a New Year's celebration. They pelted one another with grain samples and small bags

of flour and many a suit of clothes was badly soiled, but they had a good time generally and everybody was happy.

The annual election of the Chamber of Commerce takes place Jan. 15. This body now embraces all leading branches of business, George E. Pierce being the grain member nominated for one of the eight trustees. He is chairman of the transportation committee of the Corn Exchange and is exceedingly well posted on grain matters.—C.

The Buffalo grain interests are already preparing to meet the problem of increased grain handling by agitating the matter of rail rates eastward. It will be two or three years yet before the Erie Barge Canal is ready and that is likely to come into competition with the enlarged Welland Canal for Kingston and Montreal, so the thing to do is to reduce the rail rate from Buffalo to the Seaboard, which grain men hold is much higher than it should be, as compared with the through rate from the West. Several meetings have been held already by the grain interests and as soon as details of procedure can be arranged a com'te representing all the interests will prepare a complaint to lay before the Interstate Commerce Commission, asking for relief that will take effect before the opening of the lakes. It is claimed that the railroads are working against the lake interests, which is a matter for much regret, for the all-rail haulage of grain from Lake Superior to the East will always be more expensive by rail than by water and a compromise ought to be effected by which a division could be arranged, leaving the low cost carrying to the lakes and then massing cars for the last part of the route.—C.

Pursuant to the directions of Chairman Frank W. Stevens of the Public Service Commission, following the recent hearing before the commission for the purpose of ascertaining the reasons for the scarcity of grain cars at this market, three experts have been making investigations and have reported that the congestion seems due to the lack of trackage facilities of the railroads and has recommended more ample storage facilities for cars near elvtrs., to allow quicker switching of cars to and from the elvtrs. by the Buffalo Creek road. To that end, the N. Y. C. has torn down a big shed on the old Western Transit Co. canal dock and has provided sufficient trackage to accommodate 57 "empties." Grain cars will be stored on these tracks, ready for switching to the elvtrs. in the vicinity. The elvtrs. that will be so served are the Wheeler, Kellogg, Great Eastern and Dakota. The Wheeler Elvtr. Co. intends to rearrange the trackage at the elvtr. and this will facilitate the handling of grain cars and will increase the loading capacity of the elvtr. Every effort will be made to expedite the handling of the enormous quantity of grain that is expected when the spring rush starts. It is expected that 40,000,000 bus. of Canadian grain will reach this port.

NORTH DAKOTA.

Regent, N. D.—The Empire Elvtr. Co. is building an elvtr. at this station.

Des Lacs, N. D.—I am now mgr. for the Farmers Elvtr. Co. at this station.—Herman Holz.

Leeds, N. D.—E. S. Stone, formerly agt. for the Powers Elvtr. Co., is out of the grain business.

Reeder, N. D.—W. H. Galloup, formerly agt. for the Rocky Mountain Elvtr. Co., has moved to this point.

Lidgerwood, N. D.—Wm. Baumann, formerly with the Farmers Elvtr. Co., is now buyer for the Atlantic Elvtr. Co.

Granville, N. D.—R. J. Hunter, our mgr. at this point, died recently and the elvtr. is temporarily closed.—Dodge Elvtr. Co.

Harmon, N. D.—E. A. Neuhauser has succeeded H. D. Burchfield as mgr. for T. W. McConnell, Mr. Burchfield resigning. F. V. Thomas is mgr. for the Occident Elvtr. Co.—Subscriber.

Medora, N. D.—C. E. Burgess and Leo Huft will build a small elvtr. at this station. It will be equipped with a portable elvtr. and gasoline engine.

Minto, N. D.—I will not be at this station long as I will leave for Battleford, Sask., where I will be busy threshing my 1912 crop of flax.—J. Wirkus.

Simcoe, sta. Granville p. o., N. D.—E. Nelson, formerly mgr. for me at Albee, S. D., is now mgr. for the Farmers Cooperative Elvtr. Co. at this station.—G. J. Lybeck.

Ryder, N. D.—C. A. Aafedt, agt. for the Osborne-McMillan Co., while making some belt repairs under the driveway, struck his head against a bolt and cut a gash two inches long.

McVillie, N. D.—Fred Leutscher is agt. for the Case Elvtr. Co. and not for J. E. Cary as recently reported in this column. Mr. Cary is operating his own house this year.—H. B. Blackly, agt. National Elvtr. Co.

Lawther, N. D.—We completed our new 40,000-bu. elvtr. the last of November. Our directors are F. J. Harnisch, Wm. Eckstein, John R. Wolf, Henry Hertz, H. W. Jackson and myself.—Henry Bellman, mgr. Farmers Equity Exchange.

Fargo, N. D.—A meeting for the purpose of forming a permanent organization of officers and members of farmers elvtr. companies, will be held in this city Jan. 15, at the time of the convention of the Tri-State Grain Growers Ass'n and the North Dakota Corn Show.

Argusville, N. D.—The Argusville Farmers Elvtr. Co. has been organized for the last 11 years and is not a new company as reported in this column Dec. 25. The officers of the company are H. Hildreth, pres., S. A. Payne, vice-pres., Wm. Veitch, treas. and mgr. and S. M. Edwards, sec'y instead of those whose names were previously given.

Complaints have been made to the North Dakota sta* Railroad Commission to the effect that some elvtr. men in the state have been defrauding farmers by purchasing barley 2 lbs. under legal weight. Commissioner O. P. N. Anderson issued the following ultimatum to the grain buyers engaged in the practice: There have been many complaints of late of elevator men in buying barley taking 50 lbs. to the bus. This is in direct violation of the law, and must cease. The statute prescribes that 48 lbs. of barley makes a bus. and dockage is not permitted except as fixed by the inspection board of Minnesota or Wisconsin. In those states dockage on oats and barley is tabooed. There might be some excuse for the dealer taking two extra lbs. for every bus. purchased in lieu of dirt or dockage in grain if the dealer had to submit to his barley being docked at the terminals, but such is not the case. A penalty of \$25 to \$100 for each offense is prescribed for violations of this law.

OHIO.

Rawson, O.—Geo. Huber has remodeled his plant.—R. O. McClelland.

Ottawa, O.—L. H. Douglas has succeeded Joseph Hermiller at this station.

Kansas, O.—Ash & Ash succeeded us at this station. Earl Ash is mgr.—I. L. Shaw Co.

Ashland, O.—J. C. Palmer has bot out the interests of his partner J. L. Donley in the firm of Palmer & Donley.

Jonestown sta., Tokio p. o., O.—J. S. Metzner, former mgr. and partner has bot the elvtr. of the Jonestown Grain Co.—J. A. Metzner.

Hatton, O.—E. Ash and myself have succeeded Cruikshank & Wright and will operate as Ash & Shaw. I will be mgr.—I. L. Shaw.

Portsmouth, O.—The Independent Hominy Co. has been organized to succeed the Scioto Hominy Co., the latter having discontinued business some time ago.

Amlin, O.—We contemplate remodeling our elvtr. this spring and will install a combined grain cleaner, sheller and scales.—Latham Bros., Hayden.

Marietta, O.—The mill of the Phoenix Mill Co. burned Dec. 14; loss \$50,000; the fire starting in the engine room and completely destroying the building.

Moffitt, O.—Wm. Ludwig, who recently bot the elvtr. of the Moffitt Grain Co., has announced in his local papers that he will hereafter buy corn only by grade.

Delisle sta., Arcanum p. o., O.—We have improved our elvtr. by putting in a 60,000 lb. Fairbanks Hopper Scale and other up-to-date machinery.—Drew Bros.

Monroeville, O.—J. G. Heyman of the Heyman Mfg. Co. has taken over the Sandusky branch of the company's business, H. F. Heyman retaining the mill at this point. The remaining stockholders will conduct the elvtrs. at Havana and at this station.

Mansfield, O.—J. B. Lindley of Toledo has been appointed as receiver for the Hicks-Brown Mfg. Co., the mill having been closed for the past six weeks. The Citizens Savings & Trust Co. hold a claim against the defunct company to the amount of \$10,000.

Lima, O.—We had a great trip on the "Corn Special" to Washington. It went way beyond our expectations as our original estimate was for 150 but we actually had 372 in our party. Every moment was packed with benefit and pleasure. I have moved my quarters from the Holland Block to delightful offices consisting of three front rooms, in the Ohio Electric Terminal Bldg.—Thos. P. Riddle, sec'y Tri-State Grain Producers and Dealers Ass'n.

Vaughnsville, O.—D. R. Risser is given credit by his townfolks for originating the idea of a local corn show and the results of the first show held Dec. 28, under the auspices of the Vaughnsville, Rimer, Rushmore Crop Improvement Ass'n, of which Mr. Risser is pres., brot glory and honor to the promoter. About 205 exhibits were entered and over 1,000 visitors attended. A demonstration of the moisture test was made and T. P. Riddle, sec'y of the Tri-State Grain Producers & Dealers Ass'n gave a short talk on grading and testing of corn and other grains. In the evening A. P. Sandles, sec'y of the Ohio Dept. of Agri. gave an address taking as his subject the trip of the "Corn Special" to Washington. Mr. Galehouse of Wooster talked of the breeding of corn. Mr. Risser says: I think these shows are a great help for they bring the farmers and the business men into closer touch and understanding and the public in general gets a great deal of good out of such a show.

CINCINNATI LETTER.

Brokamp & Cavanaugh incorporated; capital stock \$10,000.

The Schmidt & Walker Co. succeeded Sam W. Weidler & Co., Jan. 1.

The date of the annual election of the Chamber of Commerce is Jan. 15.

During 1912 1,156,000 bus. of wheat were milled at this market and about 4,000,000 bus. of other grains.

The movement of grains during the year of 1912 was lighter than that of 1911, according to the statistics of the Chamber of Commerce. The grain trade here say it is due to the small crop of 1911.—S.

Supt. Culkins, F. F. Collins and Chief Hay Inspector Dennis represented the Chamber of Commerce at the state Corn Show at Lima, Jan. 10. "Cincinnati, the Gateway to the South," was discussed by them at the meeting.

Good soft wheat is scarce, and I think it will be exhausted before the new crop begins to move. It will be considerably higher and it looks as though good 59 and 60 pound wheat which will grade No. 2 soft winter will reach about \$1.20 a bushel before the new crop. At present it is bringing \$1.12 to \$1.14 a bushel.—James A. Loudon, S.

Cincinnati is getting the best quality of new corn it has received in a long time. The receipts were also very heavy during the past week. The total number of cars received was 149 carloads. The buyers in this market prefer the shell corn that will test between 18 and 20 per cent.—S.

When William C. Culkins, supt. of the Chamber of Commerce, and Luke Smith, chairman of the Ways and Means Com'te, attempted to open the New Year's Eve celebration of the organization they were bombarded with sacks of grain and flour, and the customary "rough house" was on. The grain merchants took all their samples of grain and flour and indulged in a war between themselves. When they finished many of them looked like snow men, as their clothes were covered with flour. There were about 2,000 present. When the battle subsided the members were entertained with a vaudeville program, a pipe dress parade, and the fun ended with a buffet luncheon.—S.

The regular ticket of the Chamber of Commerce was placed in the field this week, by the nominating com'te. Pres. Walter A. Draper was again placed at the head of the ticket. Other nominations are: R. A. Colter, vice-pres.; E. H. Maffey, treas.; E. A. Fitzgerald, William A. Hopple and Henry F. Lackman, sec'y; T. C. Powell, Sidney E. Fritz and A. P. Streitmann, directors for two years, and Casper H. Rowe, member of the Board of Real Estate Managers. An insurgent ticket is being arranged, and those who are behind the movement declare that this independent ticket will be composed largely of grain men. The election will be held on Jan. 15th. E. A. Fitzgerald, the popular grain dealer, is one of the candidates for sec'y on the regular ticket.

TOLEDO LETTER.

A membership in the Produce Exchange was sold recently for \$650, an advance of \$40 over the last previous sale.

J. C. Husted and A. S. Jackson have been admitted to membership in the Produce Exchange.—A. Gassaway, sec'y.

Milo Bashare, an active member of the Produce Exchange 50 years or more ago, died Jan. 6. He has not been connected with the grain trade for many years.

Shippers have been notified by the Produce Exchange that rotten or mahogany corn shud be shipped separate from the better, as a small amount of low grade grain may spoil a whole car load.

Receipts of grain at Toledo during December included 222,000 bus. of wheat, 479,900 of corn, 241,500 of oats and no rye; compared with 148,000 bus. of wheat, 474,000 of corn, 106,500 of oats and no rye received during December, 1911. Shipments for the month included 151,900 bus. of wheat, 242,000 of corn, 252,400 of oats and no rye; compared with 160,000 bus. of wheat, 196,200 of corn, 130,100 of oats and no rye shipped during December, 1911.—A. Gassaway, sec'y Produce Exchange.

OKLAHOMA.

Forgan, Okla.—The Bolin Hall Grain Co. has built an elvtr.

Pocasset, Okla.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Yukon Mfg. Co. for \$5,000.

Hardy, Okla.—Lyle H. Townner recently bot the elvtr. that is now being operated by the Canadian Mill & Elevator Co.—S.

Oklahoma City, Okla.—Sec'y C. F. Prouty is sending New Year Greetings to the members of the Oklahoma Grain Dealers Ass'n.

Carmen, Okla.—The Cox-Henry Grain Co., incorporated; capital stock, \$10,000; incorporators Chas. H. Cox, John Henry and J. B. Macy.

Ponca City, Okla.—The elvtr. of J. M. Shorndorn, containing 7,000 bus. of corn and wheat, burned Dec. 18; loss \$9,000; insurance \$6,000. The fire is believed to have been of incendiary origin.

Pauls Valley, Okla.—The plant of the Pauls Valley Mill & Elevtr. Co. was damaged to the extent of \$2,000, Dec. 17, by fire that originated in the sheller room.

Oklahoma City, Okla.—W. M. Randels, of Enid, has been appointed to fill the unexpired term of director of the Oklahoma Grain Dealers Ass'n, of the late L. W. Lyons.—Chas. F. Prouty, sec'y.

Woodward, Okla.—We have brot suit against the Fargo Grain, Seed & Coal Co., of which C. B. Cozart is pres., and E. P. Burdick, mgr., for \$1,592, loss on account of over billing shipments. The cars were marked as containing almost twice the amount of wheat actually in the cars.—O. W. Cox Grain Co., per F. G. Olson.

Oklahoma City, Okla.—The Broom Corn Exchange recently established in this city is proving a great benefit to the producer of that commodity. With the co-operation of the farmer the promoters of the market hope to make it of great benefit in obtaining good prices for their product. The market opened Dec. 16 and by the close of the year approximately 30 cars had been marketed at some of the best prices ever obtained on Oklahoma broomcorn.

Oklahoma City, Okla.—Prosperity will be assured for every family in Oklahoma in 1913 whether they live in country or town and whether the season be wet or dry, provided three million acres are planted to kafir corn and two hundred thousand acres to Spanish peanuts. The ground must be well prepared, strong germinating seed planted and thoro tillage given. To secure this acreage of kafir and Spanish peanuts it will not be necessary to reduce by one acre the area of the two Oklahoma cash crops—cotton and wheat. It will only be necessary to plant the prosperity crops, kafir and Spanish peanuts, on land that last year yielded less than 25 bus. of corn an acre because it was not adapted to corn. This will still allow the planting of three and a half million acres of the best land to corn.—H. M. Cottrell, Agricultural Commissioner Rock Island Lines.

PENNSYLVANIA.

Johnstown, Pa.—Geo. F. Lingelfelter is building an elvtr. and will be ready for business about Jan. 1.

Reading, Pa.—William E. Wells, the well known grain man, was recently married to Miss Emma M. Rothermel of Parkerford, Pa.—C.

Richland, Pa.—I am remodeling my warehouse and am putting in elvtrs., cleaning machinery, Monarch Attrition Mill and 40 h. p. Columbus Gas Engine.—Chas. S. Kalmbach.

Media, Pa.—James F. Hause, a member of the grain firm of Chas. Hause & Bro., took his own life while despondent over the failure of trusted friend to repay loans aggregating \$50,000.

Pittsburgh, Pa.—Peter Kell, one of the organizers and the first vice-pres. of the old Grain & Flour Exchange, died recently at the age of 83. Mr. Kell has been ill for over a year and his death was not unexpected.

PHILADELPHIA LETTER.

Philadelphia, Pa.—The 59th annual election of the Commercial Exchange will be held Jan. 21.

Philadelphia, Pa.—The following have been admitted to membership in the Commercial Exchange: S. Abbott Willits, D. J. Murphy, Jr., Wm. J. Rardon and Flint Gearling & Co., Ltd.

Philadelphia, Pa.—James B. Canby, one of the oldest members of the Commercial Exchange and head of the Warr & Canby Co., died Dec. 27 at his home in West Port, N. Y., at the age of 75. Mr. Canby had been a member of the exchange for 45 years and had twice served as pres., in 1887 and again in 1891. For many years he was chairman of the grain com'ite. He was also connected with A. J. Cattell & Co. at one time.

Philadelphia grain men are rejoicing over the fact that the Philadelphia and Reading Railroad Co. is about to build a new pier which is to be used as a transfer terminal at the Katherine street wharf. The new pier will be 280 feet long and 180 feet wide.—C.

The coming election of officers of the Commercial Exchange is arousing quite a bit of excitement, as a number of the younger members think it about time that they get in and take hold of the managing of the local organization. With the nomination taking place Jan. 18, a bitter fight is expected.—C.

Two new records in the loading of grain ships have been established by Murphy, Cook & Co., the British steamships Glace Bay and Crown of Toledo being given the biggest cargoes of the product in the quickest time ever made at this port. The Crown of Toledo took on 131,000 bus. of grain in 3 hours, while the Glace Bay took on 155,000 in the same length of time. The Port Richmond and the Girard Point elvtrs. supplied the grain in the record breaking time.—C.

Reviving the old custom of holding a grain fight on the floor of the Commercial Exchange after the day's business had ended on New Year's Eve, the younger members, pages and telephone boys engaged in a free for all that lasted for nearly a half hour. Bags of wheat, corn and oats gave many a hard bump and when the melee was over the floor of the Exchange took on the appearance of a grain bin. It is fully estimated that 10 bushels of grain were destroyed in the battle. In the midst of the battle some person began throwing odorous-smelling missiles, that soon put the entire fighting forces on the run for the pure air of the outdoors.—C.

Wheat exports from this port in 1912 were the heaviest in the history of the Commercial Exchange, 18,500,000 bus. of wheat being exported. Most other grains show an increase in export. Flaxseed exports showed an unusual boom in 1912, more than 1,000,000 bus. were shipped out. Corn exports showed a decrease from preceding year, which was largely due to the crop conditions, the total being 2,225,000 bus., compared with 5,000,000 bus. in 1911; more attention was paid to the moisture in corn this year; if it contained more than 16% moisture, it was not considered of high enough grade to export. Grain dealers are so well pleased with the showing made in the city's export trade during the year that they will re-double their efforts to make 1913 shipments even greater. "Prospects are good, there is no reason why we should not establish a new shipping record during 1913," is the statement of the grain men.—C.

SOUTH DAKOTA.

Watertown, S. D.—The annual meeting of the South Dakota Farmers Grain Dealers Ass'n will be held at this city Jan. 22-24.

Wilmot, S. D.—The Empire Elvtr. Co. has leased the elvtr. of the Independent Elvtr. Co. and has placed Wm. Burdine, Jr., in charge.

Aberdeen, S. D.—The Dakota Cereal Co. Inc., incorporated; capital stock \$250,000; incorporators Blane Bushnell, J. W. Zietlow, I. O. Curtiss and others.

Crocker, S. D.—The Crocker Farmers Elvtr. Co. shud be added to the recently issued list of the South Dakota Grain Elvtr. Operators. Olle Haugen is mgr.—G. H. Barter, Kampeska Mfg. Co.

Chelsea, S. D.—I notice in the recently issued list of South Dakota Grain Elvtr. Operators you have at this station John Wederhoft with elvtr. of 20,000-bus. capacity. This is an error and he has no elvtr. here and never had. He only has a small private elvtr. on his farm, 3 or 4 miles from town, but sells his grain to the dealers the same as the other farmers around here.—Fred Nelson.

Valley Springs, S. D.—A team of horses belonging to Peter Okeson recently fell into the elvtr. pit at the elvtr. of the Farmers Elvtr. Co. The dump had been left unlocked and when the team stepped on it as they entered the elvtr., they went thru. The animals were badly bruised but were taken out safely and are not seriously injured.

SOUTHEAST.

Bessemer, Ala.—The recently incorporated T. D. Lewis Grain Co. has succeeded the Bonham-Lewis Grain Co.

Jasper, Ala.—Long & Clark are building a brick warehouse and will engage in the wholesale grain and feed business.

Leesburg, Va.—We have built a 12,000-bu. elvtr. on the Old Dominion R. R. C. A. English is agt.—The W. S. Jenkins Co.

Suffolk, Va.—Joseph Gay has accepted a position with the Suffolk Feed & Fuel Co. H. A. Warren, cashier of the same company, has resigned to accept a position with a bank.

Atlanta, Ga.—A. W. Hodnett has disposed of his interests in the Duncan-Hodnett Grain Co. and began to operate, Jan. 1, as a wholesale dealer in grain and flour under his own name.

Newport News, Va.—H. E. Gardner, formerly an asst. weigher in the weighing dept. of the Baltimore Chamber of Commerce, is now weigher at the elvtr. of the Chesapeake & Ohio Elvtr. Co.

Birmingham, Ala.—W. M. Cosby Flour & Grain Co., incorporated; incorporators and officers, W. M. Cosby, pres., J. C. Hodges, vice-pres., S. S. Godbee, sec'y and treas., and P. P. Baker, R. W. Powell, A. C. Crymes and Mrs. Cosby, directors.

Lynchburg, Va.—The T. A. Jennings Co. and Owen & Jennings have been consolidated and will incorporate as Jennings, Owen & Jennings, with a capital stock of \$75,000. The new firm began Jan. 1 to do a general brokerage and distributing business. Officers are T. A. Jennings, pres., John T. Owen, vice-pres., and Clyde Jennings, sec'y-treas.

TENNESSEE.

Nashville, Tenn.—Burglars forced an entrance to the offices of the City Feed & Hay Co., Dec. 1, and secured a quantity of feed stuffs.

Nashville, Tenn.—The Nashville Grain Exchange has moved into larger quarters in the Stahlman Bldg. Grain Inspector Roberts will also move into the same building.

Chattanooga, Tenn.—The contract for the new 250,000-bu. elvtr. of the Mountain City Mills has been let to the Witherspoon-Englar Co. and work will be started within the next 10 days.

Memphis, Tenn.—The annual election of the Merchants Exchange will be held Jan. 16. Two com'ites have been named to select the nominees. C. E. Cole, chairman, L. R. Donaldson and H. J. Schoettlekotte compose one of com'ites and Robert Ruffin, chairman, A. C. Roberts and J. W. Jones, the other.

Memphis, Tenn.—S. Clark was elected pres. of the Memphis Hay & Grain Exchange, at the annual meeting, Dec. 27, succeeding S. Tate Pease. L. P. Cook was elected vice-pres. to succeed Mr. Clark who had held that office for the last 2 years and C. B. Stafford was re-elected sec'y. The meeting was followed by an informal banquet at the Chickasaw Club, at which retiring Pres. Pease was toastmaster.

TEXAS.

Palestine, Tex.—The Palestine Grain Co. has been dissolved.

Brownwood, Tex.—When the Early Ramey Co. decided to go out of business we closed out our stock to the merchants of the city and have no successors.—C. Y. Early.

Belton, Tex.—A barn belonging to the Everett Grain Co. burned Dec. 19. Loss of \$850.

Asherton, Tex.—D. Dillon will engage in the grain, hay and feed business at this station.

Corpus Christi, Tex.—The Taylor Grain Co., incorporated; capital stock, \$30,000; incorporators J. B. Thompson, W. W. Jones and C. M. Taylor.

Exports of grain at Galveston during December included 1,511,600 bus. of wheat, 40,857 bus. of corn and 16,871 bus. of oats; compared with no shipments of wheat or corn and 8,571 bus. of oats during December, 1911. Total shipments since Sept. 1, 1912 include 6,841,263 bus. of wheat, 128,654 bus. of corn and 16,871 bus. of oats; compared with 56,000 bus. of wheat, 10,000 of corn and 8,571 bus. of oats exported in the corresponding period of 1911.—John H. Upschulte, chief inspector Board of Trade.

WASHINGTON.

Tacoma, Wash.—The Grain Dealers Ass'n incorporated; capital stock \$100,000.

Hartline, Wash.—The Hartline Mill & Elevtr. Co. will build a large warehouse.

Seattle, Wash.—Shipping and grain members of the Merchants Exchange of this city held an elaborate luncheon in the exchange rooms, Dec. 28, and discussed the Old Year's results and the New Year's outlook.

Waterville, Wash.—About 200 members of the Waterville Union Grain Co. attended the mass meeting called by the directors, Dec. 19, to discuss the advisability of building an elevtr. to handle grain in bulk. Those present were of the opinion that it would save money and resolutions were adopted requesting the directors to increase the capital stock of the company, to enable it to build elevtrs. at Alstown, Douglas, Supplee, Withrow and Waterville. Mgr. J. Q. Adams was directed to begin a canvass for funds.

Pullman, Wash.—The annual meeting of the Washington Grain Growers, Shippers and Millers Ass'n, commonly called the "wheat and smut convention," was held in this city Jan. 7 to 9. Every phase of the wheat industry was discussed by wheat experts including the now important question of the handling of wheat in bulk and the subject of grain inspection. The study of the smut problem and the report of the com'te of 50 farmers appointed at the last meeting to investigate this disease was also discussed. Pres. L. C. Crow of the Farmers Educational & Co-operative Union of Washington and Idaho, has returned from a trip thru the south, taken with the purpose of investigating the possibility of securing cotton bags in case the plan of handling grain in bulk should prove unprofitable, and addressed the meeting on the subject. The Farmers Unions have voted to boycott the "bag trust" and to make other arrangements for the handling of their crops.

WISCONSIN.

Fond du Lac, Wis.—The P. F. Boulay & Bro. Grain Co. has been dissolved and the business of the company will be carried on as a partnership instead of as a corporation.

MILWAUKEE LETTER.

A new table will be added to the sample tables in the trading room of the Chamber of Commerce.

Members of the new publicity com'te of the Chamber of Commerce are Wallace M. Bell, chairman, H. M. Stratton, H. W. Ladish, and E. H. Himke. Sec'y H. A. Plumb is also a member ex-officio.

When grain sold to arrive is unloaded on Sunday or a holiday, the market value of the following business day shall be the basis of settlement for any excess or deficiency over or under the quantity sold according to the rules of the Chamber of Commerce.

The memberships of Chas. J. Chapin and Wm. W. Caldwell have been posted for transfer.

Paul M. Morris and August C. Kurz have been admitted to membership in the Chamber of Commerce and the memberships of Chas. J. Chapin, Wm. W. Caldwell and the estate of Jacob E. Friend have been posted for transfer.—H. A. Plumb, sec'y.

The annual New Year's entertainment of the Chamber of Commerce was held at 3 p. m., New Year's afternoon. The executive com'te in charge of the program was composed of Wm. A. Hottensen, chairman, Wm. Young, Jr., Wm. Schroeder and Carl H. Bauman.

The directors of the Chamber of Commerce have ruled that the expression "on the basis of Milwaukee markets" as used in Section 11 of Rule 32, means not only on the basis of Milwaukee values, but on the basis of Milwaukee terms, or in other words, on grain for shipment to the Milwaukee market.

When grain is sold "on track" or "in store," there is no expense to the seller for delivering. When sold "delivered" the cost is three-quarters to one cent per bushel for cartage on all kinds of grain. When sold "switched," there is no charge for switching to places of delivery connected by rail with the railroad by which the property is received, unless previously ordered to team tracks, in which case there is a charge of \$5 to \$6 per car for switching.

The Board of Appeals of the Chamber of Commerce has affirmed an important decision of the board of arbitration. Both tribunals hold a regular elevtr. is bound to deliver out the quantity and grade of grain called for by its warehouse receipt issued for contract grain. In case grain represented by a warehouse receipt does not inspect as of a grade equal to that demanded by the receipt when it is loaded out, the warehouseman may not take the position that the question of grade is a matter which lies between the buyer and seller alone.

Receipts of grain at Milwaukee during December included 519,800 bus. of wheat, 2,064,700 of corn, 1,470,600 of oats, 2,298,400 of barley and 338,800 of rye; compared with 509,630 bus. of wheat, 1,270,120 of corn, 1,042,100 of oats, 1,204,200 of barley and 232,560 bus. of rye received during December, 1911. Shipments for the month included 315,128 bus. of wheat, 676,752 of corn, 884,487 of oats, 637,939 of barley and 311,484 bus. of rye; compared with 463,076 bus. of wheat, 934,600 of corn, 772,780 of oats, 368,602 of barley and 205,500 bus. of rye shipped during December, 1911.—H. A. Plumb, sec'y Chamber of Commerce.

WYOMING.

Laramie, Wyo.—D. O. Herrick has engaged in the grain business on his own account, having severed his connection with the Overland Cereals Co.

THE ANNUAL meeting of the American Society of Equity was held recently in Milwaukee, Wis.

THE MINNESOTA division of the American Society of Equity recently held its annual meeting at Minneapolis, the main subject under discussion being the question of increasing the profits on farm produce to the farmer without antagonizing other ass'ns and classes.

THE ACREAGE of cereals in Uruguay for 1911-12 is given by Consul F. W. Goding as follows: Wheat, 798,750 acres, oats 85,637 acres, barley 470 acres, rye 164 acres, linseed 142,575 acres and bird seed 469 acres; compared with wheat 635,563 acres, oats 18,961 acres, barley 2,340 acres, rye 143 acres, linseed 94,730 acres and birdseed 294 acres, in 1910-11. Yields for 1911-12 were wheat 238,323 tons, oats 26,494 tons, barley 1,829 tons, rye 55 tons, linseed 22,317 tons, and bird seed 147 tons.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Ore. & Wash. in Sup. 4 to 8A gives rates on milling wheat in transit, effective Jan. 15.

Pa. Co. in ICC F 424 quotes rules governing transit grain at Mansfield, O., effective Jan. 15.

P. C. C. St. L. in Sup. 5 to ICC 423 gives rules for the milling in transit of grain, effective Jan. 15.

Cent. Vt. in GFD447 quotes new rates on grain and grain products at all stations, effective Jan. 11.

A. T. & S. F. in Sup. 2 to 2047H gives transit privileges on grain and products, effective Jan. 31.

C. C. & O. in ICC 322 gives rules governing milling in transit at Johnson City, Tenn., effective Jan. 12.

Pa. Co. quotes rules on grain in transit at Fort Wayne, Ind., taking effect Jan. 15, in Sup 1 to ICC F 405.

D. L. & W. in 07919 quotes new rates from stations in N. Y. and Pa. to Savannah, Ga., effective Jan. 10.

C. & E. I. in Sup. 25 to 622 A gives new rates on grain and grain products between Ind. and Ill. points, effective Jan. 8.

Pa. Co. in Sup. 1 to ICC F 402 quotes milling in transit rules effective Jan. 15 except on Akron and Zanesville divisions.

Can. Nor. in W123 quotes rates on grain from Can. Nor. and connections to Can. Pac. (Eastern Lines), effective Dec. 17.

M. St. P. & S. S. M. in quotes rates on grain, grain products, between Minn. points and Wis. points, effective Jan. 20.

Pa. Co. in Sup. 2 to ICC 414 gives new rates on grain and grain products to C. F. A. points and connections, effective Jan. 15.

Mo. Pac. in Sup. 3 479A gives rates on wheat from Murphysboro, Ill., to Cairo, Gale and Thebes, Ill. (reduction), effective Dec. 7.

C. R. I. & P. in Sup. 3 to 1720B quotes rates on grain and grain products between stations in Ill., Mo. and Ark., effective Jan. 22.

Erie in Sup. 4 to A 4458 gives rates on grain and grain products from Ind. and Ill. points to C. F. A. points, beginning Jan. 15.

C. R. I. & P. in Sup. 8 12349D, quotes rates on grain and grain products from Ia., Minn. and S. D. points to Ark., and La., effective Jan. 20.

D. L. & W. in C7929 gives new rates on grain and products of grain from D. L. & W. points to Ga., Fla., N. C., and S. C., taking effect Jan. 15.

W. H. Hosmer, Agt., in Sup. 4 to 58A gives rates on grain and grain products from Ill., Ia., and Mo. points to C. F. A. points, effective Jan. 15.

Minn. & St. L. in Sup. 1 to 1600 A gives rate on grain between Minn. & St. L. stations in Iowa, Minn., and S. D., and connections, effective Jan. 14.

Pa. Co. in Sup. 2 to ICC 403 quotes rules governing milling in transit of grain at Pa. Co. stations Akron and Zanesville divisions, in effect Jan. 15.

Mich. Cent. in Sup. 7 to GFD 9078 quotes rates on grain and grain products from Ind., Ill. and Mich. points to Cumberland, Md., taking effect Jan. 15.

C. & G. W. in 28B gives rules and regulations governing milling in transit at C. Gt. W. stations, and Manchester and Oneida Ry., effective Jan. 15.

C. & N. W. in Sup. 3 to G. F. D. 14000-A quotes general rules governing grain and seeds in transit, and rates between stations in Illinois, Ia., S. D., and points of transfer in Minn., Wis., and Ill. points, effective Jan. 30.

C. & E. I. in Sup. 25 to 622-A quotes new rates from points on that railway to Chicago, St. Louis and Terre Haute, effective Jan. 8.

Western Trunk Lines in Sup. 6 to Circular 1-I, effective Feb. 1, give rules, regulations and exceptions to classifications on grain and grain products.

M. K. & T. in Sup. 5 to 4390 quotes rate on grain and grain products between Mo. river points and rate points in Mo., Kan. and Okla., effective Jan. 21.

P. C. C. & St. L. in Sup. 12 to ICC P 403 quotes rates on grain and grain products from P. C. C. & St. L. stations to C. F. A. points, effective Jan. 15.

W. H. Hosmer, Agt., in Sup. 4 to 24C quotes rates on grain, from Minn. and Wis. points to New England, Eastern and Canadian points, effective Jan. 15.

C. R. I. & P. in Sup. 9 to 19895D, gives grain rates on grain and grain products from Colo., Ia., Kan., Minn., Neb., Okla., and Tex. points, effective Jan. 20.

Gt. Nor. in GFO 23721 gives rates on grain and grain products from Mont. points to Ill., Ind., Minn., N. D., S. D. and Wis. points, effective Jan. 15.

C. R. I. & P. in 22900 B makes rates on grain products from Ia. and Minn. stas. and connections in Ill., Ind., Ia., Minn. Mon., and So. D., effective Jan. 10.

B. & O. in ICC 11207 makes rates on grain and grain products from B. & O. stations to Western Terminal and points basing thereon, beginning Jan. 15.

C. H. & D. in Sup. 2 to 5408D quotes rules governing milling, screening, cleaning, drying, sacking of grain in transit at C. H. & D. stations, effective Jan. 7.

Vandalia in 63 A quotes new rates on grain and grain products from Vandalia stations to C. F. A. eastern, western, and southern points, taking effect Jan. 15.

S. L. & S. F. in Sup. 131159 gives rates on grain and grain products between Ark., Kan., Mo. and Okla. points to Ill., Mo., Tenn. and La. points, effective Jan. 16.

C., B. & Q., effective Jan. 15, will make a rate on corn and oats, from Des Moines, Ia. (when no thru rates are published) to Little Rock and Pine Bluff, Ark., of 18c.

C. R. I. & P. in Sup. 9 to 19687E quotes on grain and grain products from points and connections in Ia. and Minn., to C. F. A. and Southern points, effective Jan. 15.

L. S. & M. S. in Sup. 14 to ICC, A2733 quotes rates on grain and grain products from Bellevue, O., Buffalo, N. Y., Cleveland, Clyde, Toledo and Sandusky, O., and other L. S. & M. S. connections to western and C. F. A. points, effective Jan. 15.

Grand Trunk Sup. 11 to W 301 quotes rates on grain and grain products from Grand Trunk stations to Ky., N. Y., Ohio, Pa. and Va. points, taking effect Jan. 15.

I. C. in Sup. 2 to 3455K quotes rates for reshipping, and rules in transit from Cairo and Mound City, Ill., to Yazoo & Mississippi Valley points, effective Jan. 11.

C. M. & St. P. in Sup. 47 to CFD2063B quotes rates on grain between Chicago, Ill., Milwaukee, Wis., and rate points and stations in Ill., Wis. and Mich., effective Jan. 8.

B. & O. in Sup. 21 to ICC 9154, quotes rates on grain and grain products from B. & O. stations (west of the Ohio) to C. F. A. and western points, effective Jan. 6.

Grand Trunk in Sup. 8 to GFD 203 gives rates on grain and grain products from Grand Trunk sta. and connections to Mich., Ind., Ill., Ky. and Ohio points effective Jan. 15.

C. R. I. & P. in Sup. 12 to 1487E quotes rates on grain and grain products between Memphis, Tenn., and sta. in Ark. also from stations in La. to Memphis, effective Jan. 15.

Grand Trunk in Sup. 10 to W 324 quotes rates on grain and grain products effective Jan. 15, from Chicago, Ill., Milwaukee, Wis. (across lake), also from Ill. points to C. F. A. points.

C. R. I. & P. in Sup. 9 to 10642F quote transit rules on grain and grain products at stations in Ark., Colo., Kan., La., Neb., Okla., Tenn., or Tex. also Mo. river points, effective Jan. 13.

Grand Trunk Sup. 5 to CG57 quotes rates on wheat, oats, rye and barley from Canadian Northwest points to Grand Trunk stations for milling and reshipment, beginning Jan. 7.

M. K. & T. in Sup. 3 to 4096C quotes rates on grain and grain products between Ill., Minn., St. Louis, and Hannibal, Mo., and rate points and Mo., Kan., Okla. Effective Jan. 21.

M. K. & T. in Sup. 2 to 4465 quotes rates on grain and grain products from stations in Mo. and Kan., also from Council Bluffs, Ia., and Neb. points to connection in Oklahoma, effective Jan. 21.

Illinois Southern quotes a new rate on corn and grain products, from Chester, Evansville, Ft. Gage, Nashville, Roots, Menard, Sparta, Illinois to Flat River, Mo., of 6½c, effective Jan. 19.

M. K. & T. in Sup. 3 to 5645A quotes rates on wheat and articles taking same rates of 18½c, corn, 17½c from St. Louis, Mo., Alton and East St. Louis, Ill., Oklahoma, Okla., effective Feb. 9.

C. M. & St. P. in Sup. 3 to GFD 7669-A quotes new rates on corn, oats and feed from stations in Ia., and Minn., and So. D., and connecting stations in Minn., N. D. and S. D., taking effect Jan. 18.

Soo quotes a rate of 7½c on wheat, corn, oats, rye, and barley from Minneapolis, Minnesota, Transfer and St. Paul, Minn., to Gladstone, Mich. (if shipped for forwarding via lakes), effective Jan. 20.

Soo Line quotes rate on grain and grain products from between Cardigan Junction, Minn., and Minneapolis, St. Paul, Minnesota Transfer, Camden Place, Minn., 3c, Duluth, Minn., 7½c, effective Jan. 20.

C. B. & Q. in Sup. 3 to GFO257H quotes rates on grain from Omaha, and South Omaha, Neb., Council Bluffs, Des Moines, Ia., and rate points (originating beyond) to St. L. & S. W. stations in Ark., effective Jan. 15.

Santa Fe in Sup. 2 to 7481C quotes rates on grain screenings and products from stations in Kansas, Colo., Okla., also St. Joseph, Mo., and Superior, Neb., to points in Ala., Ark., La., Mo., Miss., and Tenn., via participating connections effective Jan. 15.

Santa Fe quotes rates from Stafford, Kans., to Cherokee, and Scammon, Kas., 11½c, wheat and articles taking same rates from Great Bend, Kans., to Carthage and Liberal, Mo., 13½c; corn and articles taking same rates to and from same points, 12c, effective Jan. 20.

C. M. & P. S. in Sup. 11 to PCL 393D gives rates on wheat from stations in Minn., N. D. & S. D., from Belgrade, Bozeman, Harlowton, Lewiston and Missoula, Mont., to San Francisco, Oakland, Los Angeles, Cal., Boise, Ida., Salt Lake City and Ogden, Utah, in effect Jan. 12.

C. & N. W. in G. F. D. 8419-B quotes rules and rates covering switching charges to or from connecting lines and absorption from connecting lines' switching charges at Council Bluffs, Ia., Omaha, and So. Omaha, Neb., effective, intrastate, in Neb. Dec. 23, 1912, and on all other traffic Jan. 25.

Frisco, between Victory, Okla., and Kansas City, Mo., wheat 25½c; corn, linseed meal, 23½c; flax seed, millet and hemp seed, 33½c, between Victory, Okla., and Atchison, Leavenworth, Kansas and St. Joseph, Mo., wheat 25½c, corn, and linseed meal, 23c; flaxseed, millet seed and hemp seed, 33½c, effective Jan. 20.

Rock Island, effective Jan. 24, gives new rate of 14½c on wheat and flour, south-bound only, between St. Paul, Minneapolis, and Minnesota Transfer, Minn., and rate points and Novinger, Evanston Siding, Watson Siding, Danforth, Stroup Siding, Stahl, Dewey Castle, Green City, Elgin, Milan, Roger, Humphreys, and Gault, Mo.

C. & A. in Sup. 6 to 1620 B quotes rates on malt, malt sprouts, alfalfa meal, brewers' dried grain, etc., etc., from Alton, Granite City, E. St. Louis, Lincoln, Lockport, Pekin, Peoria, Springfield and Venice, Ill., and St. Louis, Mo., to stations basing rates from Milwaukee, and canceling rates now existing on which tariff for grain products will apply (reduction), effective Jan. 23.

Rock Island quotes new rates on grain and grain products from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, and Armourdale, Kan., when originating beyond those points for shipment to New Orleans, La., on wheat and buckwheat, 20c, corn, 19c; malt, 27c; flaxseed, millet seed, 25c; Hungarian seed, 28c; effective Jan. 25. Waco and Sumpter, Kan., to Little Rock, Ark.; wheat, 23½c; corn, alfalfa feed and meal 19½c; effective Jan. 31. Hammon, Okla., and Kansas City, Mo., wheat 24½c; corn, 23c; alfalfa feed and linseed meal, 23c; flaxseed, millet seed, and hemp seed, 32c. Between Hammon, Okla., and Omaha, Neb., wheat, 28½c; corn, 28c; alfalfa feed and linseed cake, 28½c; flaxseed, millet seed, and hemp seed, 42c. between Hammon, Okla., and St. Louis, Mo., wheat 27c, corn 25c, effective Jan. 20.



"When the frost is on the pumpkin and the fodder's in the shock"—
James Whitcomb Riley.

Feedstuffs

The Sears Mfg. Co. is erecting a plant for the manufacture of feedstuffs at Chalmette, La.

A state food and drug commissioner for Missouri will be appointed to succeed Dr. Wm. P. Cutler, on Feb. 1.

The Omaha Alfalfa Mfg. Co., Omaha, Neb., has registered the words "GREEN MEADOW" as a trademark for a feedstuff for stock, under serial number 64,905.

The Virginia-Carolina Feed Co. has been incorporated at Norfolk, Va. The officers are J. B. Council, pres., W. D. Burdine, vice pres., and R. P. Ingram, secy.

The organization of the Southwest to standardize feedstuffs, and to aid in the enforcement of state laws, is proposed by W. L. Boyett, state feed inspector of Tex.

Baltimore received 865 tons of feed and shipped 40 tons during December; compared with 278 tons received and 30 tons shipped during December, 1911.—Jas. B. Hessong, sec'y Chamber of Commerce.

Kansas City received during December, 1912, 1,360 tons of bran, compared with 680 tons for December, 1911. During the month the shipments amounted to 2,600 tons, compared with 4,400 tons for December, 1911.

E. H. Forster, manager of the International Stock Food Co. of Canada, was found dead in bed at his home in Toronto, Jan. 1. He was formerly manager at Minneapolis and was a brother-in-law of M. W. Savage, head of the company.



Moffett Photo.

Ed. H. Hasenwinkle, Oskaloosa, Ia.

Minneapolis received 4,922 tons of feed and shipped 49,069 tons during December; compared with 4,451 tons received and 50,587 tons shipped during December, 1911.—Jno. G. McHugh, sec'y Chamber of Commerce.

Screenings may be exported from the Dominion of Canada, but not from the province of Manitoba, as the provincial law provides a fine for any carrier transporting the screenings or refuse which may contain seed of noxious weeds.

The tax on feedstuff amounted to \$36,483.43 during eighteen months of enforcement of the new feedstuff law in Tennessee. During this period 156,848 tons of concentrated feeds were manufactured and sold in the state, with a tax of 20 cts. per ton.

"Winter Steer Feeding," Bulletin No. 163, recently issued by the Purdue University Agricultural Experiment station, LaFayette, Ind., treats of corn silage and clover hay as roughage for fattening steers; corn silage and oat straw vs. corn silage and clover hay for fattening steers; and long and short feeding.

Three representatives of the American Feed Manufacturers Ass'n and three members of Ass'n of Feed Control Officials of the United States have been named with power to act as a board of conference for the purpose of settling such controversies as may present themselves in the enforcement of state feedstuff laws.

The new feed law that went into effect in New Jersey Jan. 1 calls for a statement twice every year from each shipper of the quantity of feed shipped into the state, on which a tax of 8c per ton must be paid. W. G. Crocker, mgr. of the feed department of the Washburn-Crosby Co., says: "We are going to charge 25c per ton over our quotations on all feed going to that state and we only wish that other mills would do the same thing. The annoyance is well worth it." One manufacturer of feedstuff will require a statement from all jobbers to whom he sells his product in New Jersey, to send him a report of that sale, which he in turn will bill to the jobber at 8 cts. per ton, and include this in the annual statement called for by the state.

Misbranding of Timothy Hay.

A decree of condemnation and forfeiture has been ordered by the U. S. Department of Agriculture in the case of 100 bales of hay in the possession of J. L. Suttle at Mobile, Ala., and shipped by the Newton Grain & Hay Co., of Newton, Ill.

The hay bore no label but had been ordered, sold and invoiced as No. 1 timothy hay. The government found that the substance purporting to be hay consisted in large and substantial part of certain filthy and decomposed vegetable substances, and matters, to wit, molds, yeasts, and bacteria, and consisted in part of timothy hay, but that there was a large and substantial portion of the product which did not consist of hay at all but was composed of cornstalks, weeds, and similar substances and materials, and consisted of a lower grade of hay than No. 1 timothy.

THE CASE against James A. Patten and others for alleged violation of the Sherman anti-trust act, was remanded by the United States Supreme Court Jan. 6, to the federal court of the southern district of New York.

NEW BROKERAGE FIRM AT Oskaloosa, Ia.

Chas. O. Patton and Ed. H. Hasenwinkle have formed a partnership under the name Patton & Hasenwinkle to conduct a cash grain brokerage business at Oskaloosa, Ia. They will make track bids, solicit consignments and execute orders for future delivery on the Chicago Board of Trade as private wire correspondents of Lamson Bros. & Co.

Mr. Hasenwinkle grew up in the grain business in Central Illinois, where the name of Hasenwinkle was first made so well known in the trade by William Hasenwinkle, an uncle, with whom he went as buyer at Cooksville and Hudson, Ill., at the age of 17 years. For years he was sec'y and treas. of the Hasenwinkle Grain Co., Bloomington. In 1905 he went with C. H. Thayer & Co., and for several years past was with the J. Rosenbaum Grain Co.

As traveling representative of these two Chicago firms his experience was broadened and he possesses a large acquaintance with grain dealers in Central Illinois and the greater part of Iowa.

Mr. Patton was born on a farm in Coles County, Illinois, learned telegraphy and acted as station agent for the C. & E. I. R. R. at some of the heaviest grain shipping stations in Illinois. Leaving the railroad company in 1903 he engaged in business at Chicago and for several years dealt in real estate on his own account. Last week he was admitted to membership in the Chicago Board of Trade. Portraits of both members of the firm are given herewith.

SECRETARY HUSBAND of the Millers National Federation, whose present home is in Llanerch, Pa., early in 1913 will remove his family to Chicago, where the Federation has headquarters.



Chas. O. Patton, Oskaloosa, Ia.

CROP IMPROVEMENT.

The County Farm Buro project will be put before the Ohio State Corn Show at Lima Jan. 7 to 11.

The Pettis County, Missouri, Farm Bureau has been incorporated in that state for crop improvement.

Faulkner County, Arkansas, will be organized for county crop improvement. Secretary Bahner of the Conway Board of Trade has issued a call for a meeting.

The Champaign County Agricultural Improvement Ass'n was permanently organized Dec. 28 at Champaign, Ill. Sufficient funds have been subscribed to employ an agriculturist for experiment work.

The Gage County Crop Improvement Ass'n of Nebraska perfected the organization Dec. 22 with a membership of five hundred. A. H. Kidd, of Beatrice, Neb., was elected pres. and M. Huntington of Liberty, sec'y.

Representative citizens of Quincy, Ill., recently conferred with Bert Ball of the Crop Improvement Com'te at Hannibal, Mo., with a view to the organization of an agricultural improvement ass'n in Adams County, Ill.

Marion County, Missouri, has successfully launched the movement for a county agricultural improvement ass'n. A meeting was held Dec. 30 at Hannibal when Bert Ball of the Crop Improvement Com'te presented the plan of organization.

The Eastern Oklahoma Agricultural Conference will be held in Muskogee Feb. 4, at which time the County Farm Buro project will be taken up and discussed. It is expected that the Crop Improvement Com'te will have a representative present.

The week of Jan. 13 will be Missouri Farmers Week at Columbia, Mo. During that week the Missouri State Corn Show will be held. Premiums for the exhibition amount to \$3,000. A short course of Agriculture will be given by University instructors.

Soil in the Great Northwest is lacking in phosphorus, and if applied would produce large crops, according to experiments directed by James J. Hill. Soil gathered and treated produced 30.06 bus. of wheat compared with the ordinary production of 15.5 bus.

Martin County, Minnesota, will be organized under the scheme of county supervision of agriculture by officials of the agricultural extension of the state school. Sufficient funds have been subscribed. This will make the eighth county in the state to organize.

The annual conference of the United States office of farm management will be held at Washington, D. C., Jan. 6 until the 21, at which time all persons engaged in farm work under government co-operation will be present. Bert Ball of the Crop Improvement Com'te will deliver an address concerning proper organization for farm work.

The Crop Improvement Com'te is in touch with some 70 national pedigree ass'ns, covering cattle, horses, sheep, and swine, and laying out a line of procedure for the formation of county com'tes on each of their particular lines to be formed alongside of the Grain Com'te, inasmuch as they depend on grain and grain depends on them. The ultimate result will be the organization of county farm buros, embracing all the forces, in charge of a paid agricultural agent.

Iowa will form a Co-operative Farm Experiment Society composed of farmers who personally conduct experiments. About three hundred were engaged in this work last year and these, with practically all the students of the short course of agriculture, will join in the work, under the direction of Professor John Buchanan, of the Iowa Experiment Station.

The Fifth Annual Corn Show of North Dakota will be held in Fargo, N. D., Jan. 14-17. A large list of premiums will be distributed among growers not only of corn, but of seeds as well. Professor Bolley of the North Dakota Agricultural College offers special prizes and a feature of the show will be a children's corn growing contest with \$200 as the incentive.

I have entered into an arrangement with State Dept. of Agri. whereby my services are to be given in the capacity of a specialist, without any fixed time or conditions. The title of Director of Organization County Agricultural Improvement Auxiliaries has been bestowed upon me.—Thos. P. Riddle, sec'y Tri-State Grain Producers & Dealers Ass'n, Lima, O.

The seventh annual corn show of the Pennsylvania Live Stock Breeder's Ass'n, which will be held at Harrisburg Jan. 21-23, will be the largest exhibition of its kind ever held in the State. Exhibits will be in 6 classes, yellow dent, white-capped yellow dent, white dent, 90 day type, Southeastern type and flint. In addition to these classes cash awards will be made for local or county corn club exhibits, for the best half bushel of corn, the largest ear and the longest ear. The association will also award a gold medal for the best ten ears of corn in the show and a silver medal for the best single ear.—C.

Reparation Allowed.

The Interstate Commerce Commission has ordered reparation to complainants on the following claims:

Halliday Eltr. Co., Cairo, Ill., against the Ill. Cent.; refund of \$41.39, unreasonable rate applied to five cars of oats to Cairo, Ill., from East St. Louis.

D. C. Patton & Co. against the Ill. Cent.; refund of \$195.77, unreasonable rate applied on 19 cars of grain and grain products from various points to Jackson, Miss., for reshipment to points in Mississippi.

Halliday Eltr. Co. against the Ill. Cent., refund of \$34.72 on rate applied on 7 cars of oats sent to Cairo for reshipment.

American Hominy Co., Indianapolis, Ind., against the Ill. Cent.; refund of \$94.74 on 5 cars of corn sent to Decatur, Ill., milled and reshipped to Milwaukee, Wis.

Books Received

REPORT OF THE SOLICITOR, by Geo. P. McCabe, has been published as a pamphlet of 192 pages by the U. S. Dept. of Agriculture, Washington, D. C.

HYDROCYANIC ACID GAS against Household Insects, is the title of a pamphlet issued by the Bureau of Entomology of the U. S. Department of Agriculture, explaining the use of the gas as a fumigator for insect life. Only insects known as "hard bodied insects" have shown themselves able to withstand the gas. Circular No. 163; 8 pages; U. S. Dept. of Agriculture, Washington, D. C.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

A feature which the trade invariably overlooks when values have had either a long advance or a long decline is that the influences that carried trade sentiment to extremes in either direction is certain in time to be over discounted.

Wheat is now cheap, for any commodity that can be of service as food or a public utility is cheap when it is below the cost of production. This does not follow that there may not be a further depression, for no one can measure the bounds of an abnormal sentiment in markets, or politics, or finance, but the careful money making investor waits and watches, and takes advantage of just such opportunities.

**Consignments of Grain
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39 South La Salle Street
CHICAGO

Farmers' Co-operative Companies Exclusively

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle St., CHICAGO, ILL.

Model New Plant of H. W. Johns-Manville Co.

The completion of the new plant of the H. W. Johns-Manville Co., at Manville, N. J., marks another important chapter in the history of this enterprising concern.

Beginning with the consolidation of the H. W. Johns Mfg. Co. and the Manville Covering Co., in 1901, the H. W. Johns-Manville Co. has grown by leaps and bounds until today it ranks as the largest concern in the world engaged in the manufacture of asbestos and magnesia products.

It has branch houses in practically every city of prominence in the United States and Canada, and representatives in almost all foreign countries. Its manufacturing plants are located in Brooklyn, N. Y., Milwaukee, Wis., West Milwaukee, Wis., Hartford, Conn., Nashua, N. H., Lockport, N. Y., Jersey City, N. J. and an asphalt refinery at South Amboy N. J. Its asbestos mines at Danville, Province of Quebec, Canada, are the largest in existence, and acknowledged to produce the finest grade of asbestos known.

The new Manville plant consists of nine buildings, which, together with their products, are classified as follows: A—Textile and Packing. B—Rubber plant, Electrical Specialties and Printing Department. C—Pipe Coverings. D—Paper Mill. E—Magnesia. F—Roofing. G—Mastic and Waterproofing. H—Roofing Coatings, Power Plant and Pump House.

These buildings represent the most advanced ideas in fire-proof construction, being of brick, steel and concrete, with roofs of J-M Asbestos Roofing. They are planned not only for safety but to afford the best operating conditions for the employees. The "daylight" form of construction which is employed throughout permits a flood of light to enter the buildings through large triple-unit windows placed close together. The walls, ceilings and uprights are coated with J-M Fireproof Cold Water Paint. Artificial illumination is provided in the form of J-M Linolite Lamps and Frink Reflectors.

The hygienic conditions of this plant are absolutely ideal. Healthful ventilation is furnished by means of steel ventilating sash which provides a constant supply of fresh air without causing drafts. Owing to the judicious arrangement of the machinery, there is an entire absence of the crowding and confusion which, in many factories, serves to hamper the operators in their work.

Each building has an average length of 1,000 feet, and is a separate factory in itself capable of being operated as an independent unit without relation to the other buildings in the group. The total combined floor area of all the buildings is about 1,000,000 square feet.

Power is furnished by the Company's power plant which consists of the latest type of General Electric turbo generators, six B. & W. high-pressure water-tube boilers aggregating 5,000 horsepower. All steam pipes are insulated with J-M Asbestos-Sponge Felted Covering in order to effect a maximum saving of fuel. The power and lighting cables, instead of being strung on overhead poles, as is generally the case in factory installations, are led underground through J-M Fibre Conduit, thereby eliminating cable troubles for all time.

The buildings are heated by exhaust steam conveyed underground from the power plant through pipes laid in J-M Sectional Conduit.

The new plant is located on a picturesque tract of 320 acres, divided by the Raritan River, in the town formerly known as Findern, N. J., but which name was changed to "Manville." The Company's private railroad system, comprising 5 miles of tracks, connects directly with the Central Railroad of New Jersey, the Lehigh Valley and the Philadelphia & Reading Railroad, thereby insuring excellent shipping facilities.

These railroads have made preparations to operate special work trains to and from Manville for the accommodation of employees who live in nearby towns.

About 3,000 men will be employed at this new plant, making a total of about 7,000 who are now employed by this Company.

THE DUTY on grain was reestablished between Mexico and United States Jan. 1, consequently there was a rush to get grain over the line before that date. In one yard in Texas 314 cars accumulated within two days to be transported across the border.

AGRICULTURAL FINANCE will be studied in Europe by an American Commission of one hundred delegates under the auspices of the Southern Commercial Congress, who will go abroad in April and will be accompanied thru Europe by a com'te of distinguished officials from the International Institute of Agriculture.

Supply Trade

Chicago, Ill. C. F. Byerly of the Winters-Coleman Scale Co. has taken up new quarters at 174 North Market St.

Kansas City, Mo. A new corporation is that of the Sheffield Gas Engine Company with capital stock of \$150,000.

Des Moines, Ia. Minneapolis Steel & Machinery Co. has established a general agency here, in charge of T. A. Buttree.

Minneapolis, Minn. W. B. Northway, long engaged in the mill machinery business, died recently, at his home in this city.

Chicago, Ill. The capital stock of the Brown Portable Elevator Co. has recently been increased from \$150,000 to \$200,000.

Chicago, Ill. George J. Noth, the manager of the Western office of Sprout, Waldron & Co., Muncy, Pa., has recently been operated upon for appendicitis. At last report he was rapidly recovering.

Kansas City, Mo. E. Lee Heidenreich & Co. have located in the Dwight Bldg. as consulting engineers. Mr. Heidenreich was formerly located at Chicago as engineer and constructor of grain elevators specializing in the use of concrete.

As regular as the coming of New Year is the remembrance from The S. Howes Co., Silver Creek, N. Y., of the New Year calendar pads for the Eureka Desk Calendar. If you have not one of these highly useful and ornamental desk appointments, The S. Howes Co. will supply you upon request.

Putting the *buying impulse* into advertising is neither hypnotic nor psychological effort. It may be the latter, in the sense that it is a thoughtful attempt to instill into the copy the buyer's self-conviction, rather than the seller's everyday line of argument. The *buying impulse* is based upon the consumer's desire and the producer's confidence in his product. It arises from a wish for the goods and a belief in the advertiser.—*Mahin's Messenger*.

Omaha, Neb. The American Supply Co. is now located in its new and spacious quarters, 1102 and 1104 Farnum St., a large, three-story and basement brick building 44x132, all of which they occupy. This concern makes a specialty of Elevator and Mill Machinery equipment and supplies, carrying in stock everything for the Grain Elevator, such as Boots, Pulleys, Shafting, Bearings, Belting, Buckets, and Bolts. They also deal in Gasoline Engines, Howe Scales, Sonander Automatic Scales, Cleaners, Grinders, etc., all of which they can deliver promptly.

In a letter to the secretary of the Millers' National Federation, Mr. Eckhart urges that the organization begin at once the collection and compilation of data concerning the tariff on jute bagging and bags. He argues that the lowering of tariff on bagging would not affect any American industry, while the abnormal high prices that now obtain impose an unreasonable burden upon the American millers and consumers, and that free jute bagging would enable the American bag makers to produce a bag equal to the present standard, maintain the high scale of wages and at the same time reduce the cost of this product.



H. W. Johns-Manville Co.'s New Plant at Manville, N. J.

Chicago Caller. Carl F. Younglove of the Younglove Construction Co., of Sioux City, Ia.

Chicago, Ill. In spite of the natural quietness due to the holiday season, there has been a well sustained demand among grain dealers for moisture testers. The Hess Warming & Ventilating Co. report recent sales to the Nye-Schneider-Fowler Co., Omaha, Nebr.; Peterson & Co., Anthon, Ia.; Farmers' Elevator Co., Larrabee, Ia.; Brooklyn Lumber & Grain Co., Brooklyn, Ia.; The Trans-Mississippi Grain Co. for its stations at Odebolt, Kiron and Turin, Ia.; The Cartersville Supply Co., Cartersville, Ia.; Peter Nelson, Hamlin, Ia.; Farmers' Industrial Union, Britt, Ia.; The Wallace Co., Fillion, Mich.; C. Herbert Coy Seed Co., Valley, Neb.; Gruvers Farmers' Elevator Co., Gruver, Ia.; H. W. Pollack & Co., Bagley, Ia.; Central Elevator Co., Indiana Harbor, Ind.; R. C. Phillips & Co., Priscilla, Ia.; Smith Bros. & Velte, Lake Odessa, Mich.; C. J. Holst, Chief Grain Inspector, Tacoma, Wash.; Eureka Mfg. & Elevtr. Co., Brown City, Mich.; Ithaca Farmers' Elvtr. Co., Ithaca, Mich.; Farmers' Elvtr. Co., Pierson, Ia.; and Farmers' Elvtr. Co. at Rockwell City, Ia. Hess Driers have been sold to Smith Bros. & Velte, Lake Odessa, Mich., and to the Cuba Coffee & Trading Co., Palma Soriano, Cuba.

The Talking Coconut.

"While in the Government employ in the Philippines," says Sanford Jones, Manager at North Yakima, "I was stationed on the Island of Basilan, which is a small island in the Sulu Archipelago. The natives of this island were so uncivilized that they did not even know the value of money, and of course had never heard of a telephone. We frequently had them entertain us with their native dances, and in turn would fill them with wonder and awe with a phonograph. We found it necessary to put up a telephone line between two buildings that were a distance apart, which we did, using two Western Electric Magneto Sets. One day I found a large coconut under a tree near the bamboo hut we were living in, and conceived the idea of making a coconut talk. So I emptied the shell and hung it on the outside of the house opposite the phone, so arranged that we could put the receiver through the grass wall and drop it into the coconut. We invited some of the natives to see the wonderful coconut that we could make talk. With the aid of an interpreter at the other phone who understood their language, we had a lot of fun. Some of the natives were so frightened they left the village, and one day a delegation of natives came and asked us to burn it, as they did not like to have so uncanny a thing around. With great ceremony and much rejoicing we consigned it to the flames, and to this day they are telling their children about the coconut that could talk."

MAY CORN as an investment is the subject of a special letter by Southworth & Co., giving all the salient facts on production, movement, prices and present indications.

THAT PELLAGRA originates from diseased corn has been abandoned as a theory by the commission for the study of the plague. Investigators have proved, conclusively, that the epidemic is caused by some insect, and very probably corn does not enter into the problem.

HIGHER DEMURRAGE EXPEDITES Release of Cars.

In granting the railroads of California permission to maintain the higher demurrage rate the Interstate Commerce Commission recently, in opinion No. 2079, presented records showing that the high rate was so effective in preventing delay in unloading that shippers actually paid less demurrage under the higher rate.

Comparisons are made between periods in which the demurrage was \$1, \$6 and \$3 per car. For the first period of 32 months from Nov. 1, 1906, to June 30, 1909, the demurrage charge was uniformly \$1 per car per day; the second, 22 months from June 30, 1909, to April 30, 1911, the charge on state traffic was \$6 and on interstate traffic \$1 per car per day; and the third, 10 months from May 1, 1911, to Feb. 29, 1912, the charge on state traffic was \$3 and on interstate traffic \$1. The total time covered by the second and third periods is the same as that covered by the first period.

These records show that at the important terminals of San Francisco, Los Angeles, Oakland and Sacramento, during the first period 781,214 cars were handled, while during the second and third periods 1,068,240 cars were handled, an increase of 287,026 cars, or 36.74 per cent. During the first period 101,303 cars were held beyond the free time, while during the second and third periods the number so held was 38,103, a decrease of about 62 per cent.

The demurrage collected at these four terminals during the first period, when the charge was uniformly \$1, amounted to \$282,917, while during the second and third periods together, when the charges on state shipments were \$6 and \$3, it was \$150,399, a decrease of \$132,578, or 47 per cent.

These statistics demonstrate the value of graduated demurrage charges; but as Chairman Prouty says in this opinion "Car efficiency in this country is not what it should be, due in my opinion, more to the railroads than to shippers, and measures to improve car efficiency should ordinarily take some other form than a mere increase in the demurrage rate." Instead of penalizing shippers the key to the situation would be turned by penalizing carriers for slow movement of cars into and out of terminals.

The per diem charged one railroad by another for the use of its cars is 45 cents. How in fairness can the railroads charge shippers \$3 per day?

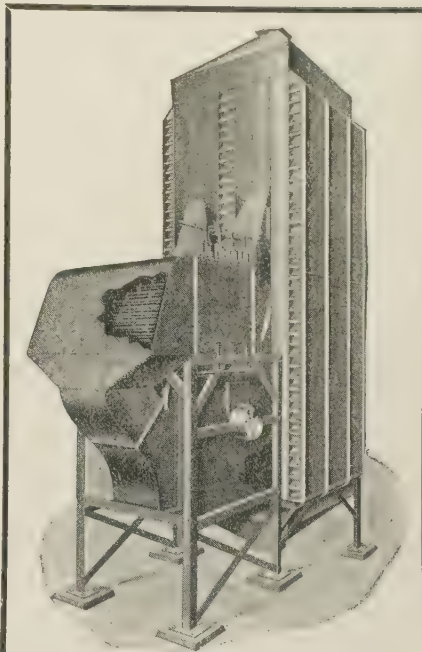
Hay Ass'n to Meet at Peoria.

J. Vining Taylor, sec'y, has announced the selection of Peoria, Ill., as the place of the 20th annual convention of the National Hay Ass'n June 24-26.

This being the 20th anniversary of the Ass'n the officers hope to make the Peoria gathering one of the best that has been held in the history of the organization.

ARGENTINA'S estimated production of wheat is 235,161,000 bus.; oats, 115,882,000 bus.; and flaxseed 51,180,000 bus., as reported by the International Institute of Agriculture, Rome, Italy.

THE KELLOGG Toasted Cornflake Co. was made defendant in a suit brought by Attorney General Wickersham on Dec. 26 for violation of the Sherman Antitrust Law. It is charged that the Kellogg Co. restrained trade by fixing the retail price on the product.



The Hess Ideal Drier and Cooler

No. 3. Price \$900.00 f. o. b. Chicago.
Capacity a-car-a-day.

Horsepower: for fan, 6 h. p. Steam for coils, 15 h. p. Shipment within 24 hours.

This is the size for country elevators, mills, etc. We have eight other sizes ranging up to the big kind for seaboard terminal export elevators.

Of all winters, this winter threatens the heaviest losses known, to grain men who lack the protection of a Hess Grain Drier.

The chaffy, damp corn, the huge crop of it, the open weather, and, particularly, the certain shortage of cars, all conspire against the handling and storage of grain, unprotected.

The Hess Drier insures you against loss. If your corn heats, blow it with cold air or dry it with warm air, both of which may be done with the Hess Drier. It will hold the condition of your grain as long as you own it and it will improve in quality instead of deteriorating. You can sleep nights without visions of mahogany.

Incidentally, there's work for the drier, and a good profit, in buying damp grain and raising the grade. The Hess Drier does it at a nominal expense.

Hess Driers dry any kind of grain or seed. In Michigan the bean growing section is full of them, drying beans. Better post up and get ready before you actually need the machine.

Free Booklet.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., Chicago

Makers of Hess Improved, Brown-Duvel Moisture Testers. See page 864

Supreme Court Decisions

Risk of Set Screw Not Assumed.—Where a master violated the law requiring all set screws to be guarded, a servant though working with knowledge of that violation, did not assume the risk of injury.—*Fitzwater v. Warren*, Court of Appeals of New York. 99 N. E. 1042.

Arbitration.—An award may be vacated where the arbitrators were corrupt or have exceeded or, imperfectly exercised the powers conferred by the submission, but not because they were mistaken in their award.—*Shawhan v. Baker*, Kansas City Court of Appeals, Missouri. 150 S. W. 1096.

Carrier's Liability for Failure to Furnish Cars.—A common carrier is liable to a shipper, for the failure to furnish cars, for such actual damages as were sustained by reason of any failure or default on its part to deliver the cars as requested.—*Yazoo & M. V. R. Co. v. Fisher Bros.* Supreme Court of Mississippi. 59 S. E. 877.

Ass'ns.—As a general rule, in the absence of a rule or usage to the contrary, a majority of the members of an ass'n possess authority to control the actions thereof as to all matters within the scope of the objects for which it was formed, whether mentioned in the articles of association or necessarily implied therefrom.—*Goller v. Stubenhaus*, Supreme Court of New York. 134 N. Y. S. 1043.

Settlement.—Where a broker on a board of trade paid to his principal a sum concededly due, regardless of the result of a disputed transaction, without attaching any condition to the payment or acceptance, the payment and acceptance did not prevent the plaintiff from claiming profits resulting from the disputed transaction.—*Argus v. Ware & Leland*, Supreme Court of Iowa. 136 N. W. 774.

Duty to Furnish Cars.—The statute requiring carriers to furnish, without discrimination or delay, sufficient facilities for the carriage of freight does not make the duty an absolute one, but is only declaratory of the common law, and does not require the carrier to provide in advance for any unprecedented and unexpected rush of business.—*Cumbe v. St. Louis, I. M. & S. Ry. Co.* Supreme Court of Arkansas. 151 S. W. 240.

"Country Run" Oats. according to the usage and understanding of the grain trade, means the grain as it comes from country stations in car load lots, with the identity of the contents of the several cars preserved, and that a contract for the sale of such oats was not complied with by furnishing oats which had been in a terminal elevator.—*Udike Grain Co. v. P. P. Williams Grain Co.* U. S. Circuit Court of Appeals. 198 Fed. 828.

Title to Goods Covered by B/L.—Possession by a bank of a draft with B/L attached as transferee thereof, the B/L containing the recital, "Order Notify F. M. & J. B. Pinson," a buyer from the consignor's vendee of the corn shipped, is only prima facie evidence of the consigning seller's intention to retain title until payment of the draft.—*First Nat. Bank v. H. L. & L. F. McSwain*, Supreme Court of South Carolina. 75 S. E. 1106.

Carrier's Delay.—A complaint in an action against a carrier of freight, which alleges that it negligently omitted to deliver the freight for such a length of time that the corn was spoiled, to the shipper's damage, states a cause of action for negligent delay, and whether the delay was unreasonable and whether damage resulted therefrom are for the jury under the circumstances.—*P., C. & St. L. Ry. Co. v. Knox*, Supreme Court of Indiana. 98 N. E. 295.

Carrier Not Liable for Unauthorized B/L.—In an action by parties who had paid drafts accompanying a B/L against a carrier for the value of goods which the carrier never received, based on the proposition that the carrier, having issued a B/L, was estopped to deny their receipt, the plaintiff must prove that the B/L was actually issued by defendant or by its authority.—*Droste v. Wabash R. Co.* Supreme Court of New York. 138 N. Y. Supp. 203.

"Floor Broker."—A broker, who bought and sold cotton on the floor of the Exchange, and, instead of making contracts in his own name, would "give up" to the person with whom he dealt the name of another broker, who would sign the contract, acted as "floor broker" for his principal, so that the principal must look to the broker whose name was "given up," and is liable to that broker for commissions.—*Rait v. Carpenter*, Supreme Court of New York. 138 N. Y. Supp. 460.

Breach of Warranty of Malt.—Where malt furnished under a contract providing that it should reach a certain standard, when tested by the chemist of the purchaser, was not of the quality ordered, but was accepted and used by the purchaser, with knowledge of its condition, without the exercise of its right of analysis, no recovery may be had for any claimed defect therein.—*Columbia Malting Co. v. Glenmore Distilleries Co.* Court of Appeals of Kentucky. 150 S. W. 53.

Notice to Carrier of Damage.—Where a railroad freight agent by mistake denies to a consignee for several months that the goods have arrived, during which time they spoil, so that the consignee refuses to accept, the time of offering to deliver to the consignee is the time of delivery within the B/L requirement that claims for damage must be made within four months after delivery, or a reasonable time thereafter in case of failure to deliver.—*Wilkins v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 75 S. E. 1090.

Private Weighmasters.—The statutes creating the office of official weigher do not prohibit private persons from weighing produce, but only forbid factors, commission merchants, etc., from weighing the cotton of others consigned to them for sale; nor is such private weighing forbidden by the amendment of 1905 (Acts 1905, c. 84, Rev. Civ. St. 1911, art. 7834), requiring private weighers, doing business where there are no public weighers, to give bond for faithful performance of their duties in lesser amount than required of public weighers.—*Paschal v. Inman*, Court of Civil Appeals of Texas. 151 S. W. 569.

Warranty of Gasoline.—Where gasoline is purchased under an express warranty as to its quality, a counterclaim for damages for breach of warranty in the seller's action for breach of the sale contract need not allege that the defendant returned or offered to return a part of the gasoline which he has received and paid for; the measure of the defendant's damages being the difference between the value of the gasoline if it had corresponded with the warranty and its actual value, and not being dependent upon his having rescinded the contract and returned the gasoline received.—*Peace Oil Co. v. Monroe County Oil Co.* Supreme Court of New York. 138 N. Y. Supp. 177.

Insufficient Written Contract.—Where H. & H., as parties of the first part, agree with H., as party of the second part, that the first party "hereby sells and agrees to deliver to the second party * * * all our Barley raised this season except 400 Sacks on or before Oct. 1st 1911 Sacked and in good Condition * * * Party of Second party agrees to pay \$117½ for white Winter Barley and 112 for Blue Barley. * * * [Signed] Ed Hobart and James Hobart," and not signed by the second part, and no part of the consideration is paid, held not sufficient to take the contract out of the provisions of section 6000, Rev. Codes.—*Houser v. Hobart*, Supreme Court of Idaho. 127 Pac. 997.

Injury by Defective Car Puller.—Where plaintiff was injured by getting his finger caught in the rope of a car puller drum while operating the same, evidence of witnesses familiar with the operations of a car puller that the clutch on the puller in question was so placed that plaintiff, in managing the rope on the drum, could not reach it without going round the machine, whereas, if it had been placed on the other side of the machine, and within reach from the place where the operator stood, it could have been thrown out with safety, so as to immediately stop the drum, was admissible.—*Spencer v. Updike Grain Co.* Supreme Court of Iowa. 138 N. W. 820.

Right to Sue Carrier for Conversion.—Under a coal company's executory contract to sell plaintiff coal f. o. b. cars in St. Louis subject to plaintiff's right to reject shipments not meeting certain tests, plaintiff had no such title to coal delivered by the company at its mines in Illinois to a railroad company for delivery to plaintiff as entitled plaintiff to maintain an action against the railroad company for conversion, though the contract of sale had been modified so as to provide for delivery f. o. b. cars at the mines; title not having passed to plaintiff because the coal had not been tested as provided for by the contract.—*N. K. Fairbank Co. v. Illinois Cent. R. Co.* St. Louis Court of Appeals, Missouri. 149 S. W. 1154.

Wrongful Delivery by Warehouseman.—A warehouseman, who had received wheat for which he had issued receipts, shipped the wheat to the assignee of the receipts without any demand by the assignee, L. O. L. § 6038, provides that no person operating any warehouse shall ship, or in any manner remove from his custody, any grain for which a receipt is given, without written consent of the holder of the receipt; and succeeding sections make the receipts negotiable, and violations of the provisions of the act punishable by fine and imprisonment. Held, that the shipment in this case did not fall within the purview of the statute, because there was no conversion by the warehouseman; and the shipment, although possibly a breach of contract, was not a "tort," which is sometimes defined as a breach of duty established by municipal law for which a suit for damages may be maintained.—*Diamond Roller Mills v. Moody*, Supreme Court of Oregon. 126 Pac. 984.

Waiver of Notice in Thirty Days.—A stipulation that a claim for loss or damage shall be made in writing to the agent at the point of delivery promptly after delivery, and that, if such claim should be delayed for more than 30 days thereafter, no carrier acting under the B/L should be liable in any event, may be waived by the carrier. Where, after the lapse of 30 days from the delivery, the shipper made a written claim upon the agent at the point of delivery, on account of the property shipped, and where the agent informed the shipper that the proper procedure was for the latter to submit the documents to substantiate the claim, and allow the carrier to make the necessary investigation to ascertain if there was liability, and after the receipt of the papers in connection with the claim conducted an investigation and carried on a correspondence with the attorney of the shipper, and finally, declined payment on the ground that the carrier was not liable, because the injury to the property did not result from its conduct, but from the bad condition in which the property was when received for transportation, and at no time raised any question as to the failure to present a claim in the time provided in the B/L this amounted to a waiver of the time limit so specified. *Hill v. Western Union Tel. Co.*, 85 Ga. 425 (3), 426. *Central R. Co. v. Pickett & Blair*, 87 Ga. 734 (5), 737, 738. *Isham v. Erie R. Co.*, 112 App. Div. 612, affirmed by the Court of Appeals, 191 N. Y. 547. *Banks v. Pennsylvania R. Co.*, 111 Minn. 48; *McFall v. Wabash R. Co.*, 117 Mo. App. 477. —*Post & Woodruff v. Atlantic Coast Line R. Co.* Supreme Court of Georgia. 76 S. E. 45.

Patents Granted

Dust Collecting System. No. 1,048,477. (See cut.) Wm. E. Allington, Saginaw, Mich. A fan, with a series of leads, all extending to different areas, which afford a means of communication between the fan and any different area, operating with a valve which locks and unlocks at any area.

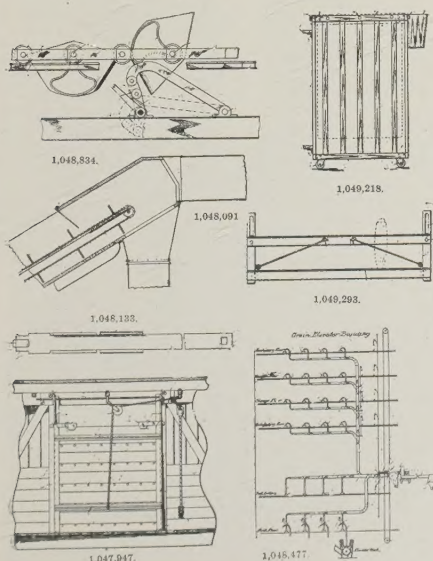
Seed Corn Box. No. 1,049,293. (See cut.) Orra L. Dunkelbarger, Nevada, Ia. A rectangular frame with horizontal sides and ends, covered on the lower part with a fabric. An upper frame mounted, detachable, constructed with longitudinal and transverse wires, forming squares to receive ears of corn.

Cleaner Attachment for Grain Elevator. No. 1,048,091. (See cut.) Jesse A. Nelson, Ellsworth, Ia. The elevator has a hood and a perforated hopper beneath, with a grain spout and waste spout so arranged that a blast fan may carry dust away. A valve controls the blast so that it may be directed thru the waste spout.

Bag Holder. No. 1,049,218. (See cut.) Leon Feist, Newark, N. J. A folding bag stand constructed of rectangular frame sections, being hinged connectedly together and adapted, to be connected when the stand is unfolded, means projecting outwardly for holding a bag while filling, with rollers secured to the lower portion for portage.

Conveyor. No. 1,048,834. (See cut.) Chas. W. Hunt, New York, N. Y.; Katherine H. Hunt, Chas. Wallace Hunt, and Geo. S. Humphreys, executors for Chas. W. Hunt, estate. A conveyor, comprised of chains and dumping buckets and having flanges on a frame, with a dumping bar pivoted at one end of the frame. A toggle arm consisting of a crank arm and having a link between the toggle arm and crank bar, with the means to limit the crank arm.

Car Seal. No. 1,048,133. (See cut.) Otto C. Busse, Vincennes, Ind. The car seal is formed of a single integral sheet metal blank embodying a tie having an apertured end, body portion seamed together along their opposite edges, a tongue portion having its base clamped within the seam of the body portion and the tongue portion having three inwardly projecting resilient tongues, the end on the intermediate tongue being extended inwardly and downwardly and the ends of the side tongues being formed into retaining hooks.



Machine for Washing Grain. No. 1,048,888. William Rowlandson, Liverpool, England.

Grain Door. No. 1,047,947. (See cut.) Edward E. Josef, Buffalo, N. Y. The doorway of the car has a frame pivotally supported at its upper end and is provided with two upright guide bars, each of which is U-shaped, forming a channel-shaped guideway, which opens toward the other guide bar, with a stop at the lower end of the guideway, and a panel sliding at its opposite vertical edges in the guideways of the guide bars, engaging its lower edge with the stops.

Seller Given Award for Non-Shipment in Contract Time.

Robert T. Ray Grain Co. of Herington, Kan., plaintiff, v. Salina Produce Co., Salina, Kan., defendant, before the Arbitration Comite of Kansas Grain Dealers Ass'n.

On Nov. 29, 1911, plaintiff bought of M. W. Cardwell, Topeka, Kan., one car of No. 3 or better corn at 61c basis Topeka destination weights and grades, immediate shipment to Herington, via R. I. Ry.

On Dec. 1, Cardwell arranged with the defendant, to fill this sale—the confirmation on this arrangement making no mention of the terms. The defendant bot the corn to fill the sale from the O. K. Grain Co. of Durham, Kan.—this confirmation calling for affidavit loading weights.

On Dec. 4, the O. K. Grain Co. shipped car corn No. 33130 R. I. to fill this sale, and this car was delivered to the plaintiff about Dec. 6, for the account of the defendant, but the plaintiff had had no trade then pending with the Salina Produce Co., and the plaintiff wrote for an explanation as to why this shipment had been made, and then learned that the car was to fill the deal with Mr. Cardwell—the plaintiff not having any advice from Cardwell that the defendant was to fill the sale.

The plaintiff at the time of writing to the defendant asking for an explanation of the shipment also wrote to Mr. Cardwell cancelling his purchase because of non-shipment within contract time.

The car of corn was opened by the plaintiff, the corn examined and turned down as not being up to grade, and the car was apparently left standing unsealed in the Herington yards for a number of days. Later a sample was taken and sent to the inspector at Wichita, and the sample was pronounced sample corn, damaged and dirty.

The O. K. Grain Co. furnished the defendant affidavits showing that there was loaded 1,082 bus. 8 lbs. corn. The Robert T. Ray Grain Co. furnished affidavit showing that there was unloaded from the car 958 bus. of corn.

The plaintiff claims that the shipment was not made within contract time, that the corn was not up to grade, and that the price must be reduced to 60c per bus. track Herington, and that the unloading or destination weights must govern. The defendant while willing to make concessions on the price insists that loading weights must govern.

Held by the com'te that shipment was made in contract time under the trade rules, which allow three days for an "immediate shipment." The trade was made Nov. 29; Nov. 30 was Thanksgiving and Dec. 3 was Sunday, hence Dec. 4, was the third business day after the trade was made.

Held by the com'te that as the Salina Produce Co. took the place of M. W. Cardwell in this transaction that the terms of the sale as made by M. W. Cardwell, must govern. These terms were destination weights and grades, and any misapprehension of the terms of Cardwell's trade with the plaintiff will not relieve the defendant from complying with them so far as the purchaser is concerned. The action of the plaintiff in opening the car and then permitting it to stand unsealed for several days is very reprehensible, but your committee holds that this of itself is not sufficient reason in the absence of any other evidence to compel the receiver to accept the shipper's weights.

Defendant is directed to pay plaintiff the amount of the overdraft.

C. A. Smith,
F. B. Bonebrake,
F. A. Derby,
Com'te.

I think that the Grain Dealers Journal gives the best grain news.—R. M. Sigler, Rogers, Neb.

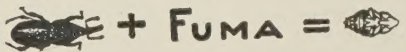
Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

R



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

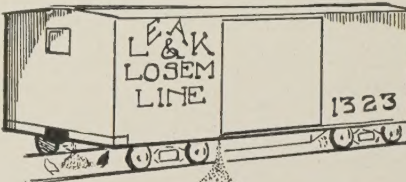
The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist Penn Yan, N. Y.



Is this your grain?

It May Be

But these losses can be prevented with

Kennedy Car Liners

Made by

FRED W. KENNEDY

Shelbyville, Ind.



The
National City Bank
of Chicago

105 South Dearborn Street

Capital \$2,000,000.00 Deposits \$31,041,046.16
Surplus and Undivided Profits, \$603,771.99

Approved by Chicago Board of Trade
as a Margin Depository

**We allow 2% Interest
on All Margin Deposits**

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R. U. LANSING, Mgr. Bond Dept.
M. K. BAKER, Asst. Mgr. Bond Dept.

Calendars Received.

The calendar crop is somewhat later than usual, but the quality is superior to that gathered for many years, both in variety and in pleasing effect. None of the calendars are now robbed of all artistic value by a superabundance of large display type.

D. R. Risser of Vaughnsville, O., is sending out a small wall calendar, a reproduction of a famous water color. Mr. Risser, unlike most country dealers, favors his farmer patrons each year with a calendar and a New Year's Greeting of good cheer and good wishes and calls attention to the different branches of his business. The fact that he continues the practice year after year would seem to indicate that he finds it a good investment.

The Dixie Grain Co., Shelbyville, Tenn., is sending out a wall calendar bearing a reproduction of an oil painting by Carl Kahler. It is a good calendar and will prove an acceptable ornament for any office.

The Model Mfg. Co. of Celina, O., is distributing a large wall calendar bearing a reproduction of a painting by Clarence Underwood, entitled "Father's Welcome."

Henry Simon, Ltd., of Manchester, England, is distributing a handsome calendar pad, bearing a leaf for each day of the year which bears the date, as well as a pleasing quotation.

The Miner-Hillard Mfg. Co., Wilkes-Barre, Pa., one of the oldest milling corporations in this country, is distributing an attractive wall calendar bearing pictures of its old and its new buildings.

Reinhardt & Co., McKinney, Tex., are distributing a very pleasing wall calendar, which most grain dealers will carry home with them. It is illumined by a beautiful reproduction in colors of a striking portrait of a very beautiful brunette.

The Oklahoma City Mill & Elvtr. Co., Oklahoma City, Okla., is distributing a pleasing panel mat, bearing a colored reproduction of an attractive painting of its "Heliotrope Girl." The calendar carries with it the best wishes of the company and most of the grain dealers who receive it will no doubt take it home.

Owen & Jennings, Lynchburg, Va., have their calendar mounted on a seal brown board underlaid with a canary board, which gives a very striking border forming a frame for an artistic hand-painted reproduction of James Arthur's famous painting entitled "Bubbles."

One of the daintiest calendars of the season brings the greetings of the Baldwin Grain Co., Bloomington, Ill. While the calendar is small, the figures are sharp and clear and the water color of the lady which decorates the hanger pleasing.

From the Grimes-Stritmatter Grain Co., Portsmouth, O., comes a pleasing wooden standard bearing cards numbered consecutively, so that the day of the month only is exposed and the same on either side. It is a real novelty and will be much sought by grain dealers everywhere.

The S. Howes Co., Silver Creek, N. Y., is sending out calendar cards to fit the pad which it distributed several years ago.

Goffe & Carkener Co., St. Louis and Kansas City, are sending out a very attractive brass standard, which supports a well printed desk calendar. It is very convenient, and will prove an attractive ornament for any desk.

The Huntley Mfg. Co., of Silver Creek, N. Y., is sending out its best wishes with a small calendar decorated with a

large reproduction in colors of a famous painting of T. Moran, entitled "When Venice Ruled the Sea." The coloring is exquisite and the mounting very attractive.

Randels & Grubb of Enid, Okla., give proof that the ex-president of the Oklahoma Ass'n is a real art critic by sending out one of the daintiest calendars it has yet been our good fortune to receive. The color scheme is a delightful mounting of buff upon a sea green board. The calendar is printed in sea green ink and the "Lady of the Lilies" outshines even the beautiful flowers.

F. G. Heinmiller of LaFayette, Indiana, is sending his many friends in the trade a handsome bill and card case, together with a Travelers' Accident Policy for one thousand dollars.

Payment of Draft Not an Acceptance of Shipment.

C. E. Robinson Grain Co. of Salina, Kan., plaintiff, v. W. E. Robertson of Morrill, Kan., defendant, before the Arbitration Com'te of the Kansas Grain Dealers Ass'n. W. E. Robertson sold the C. E. Robinson Grain Co. a carload of corn, no guarantee as to grade by seller, and no special grade mentioned by purchaser.

Both plaintiff and defendant appeared in person and agreed that the corn was to be of the No. 4 kind.

The corn was in transit three days and arrived at Salina very hot. Whereupon, purchaser turned down draft and refused to accept car on contract and immediately called up seller notifying him of condition of the corn.

Later plaintiff took up draft, as he supposed at the request of defendant, and forwarded car to Hall-Baker Grain Co., at Kansas City, for account of defendant drawing on them.

At suggestion of defendant the draft was protested, he claiming the payment of his draft by plaintiff was an acceptance of the corn on contract.

The corn arrived at Kansas City five days after leaving Salina and eight days after leaving point of origin, graded "Sample," hot and sold at 50c Kansas City.

Your Com'te believes that the car of corn in question, when it arrived at Salina, was not applicable on contract and that the paying of draft and forwarding car to Kansas City was an act of accommodation toward defendant rather than an acceptance of car on contract.

Your Com'te, therefore, find that the defendant, W. E. Robertson pay to the C. E. Robinson Grain Co., \$518.08, being amount the C. E. Robinson Grain Co. paid on original draft, less amount the car brought in Kansas City and excess freight, protest fees and inspection charges at Salina, and the costs of this arbitration amounting to \$17.43 be equally divided between plaintiff and defendant.

W. S. Washer,
F. A. Derby,
C. D. Marshall,
Com'te.

The policy holders of the Mill Owners Mutual Fire Insurance Company of Iowa will hold their 38th annual meeting at Des Moines, Wednesday, Jan. 15, 1913, at 2:00 p. m.

The annual meeting of the Millers Mutual Casualty Insurance Co. will be held in Chicago on Tuesday, Jan. 28. Three directors will be elected: On account of the hearty support accorded the company, the "cash deposit" plan used by millers' fire insurance companies will be adopted, thus decreasing the initial premium, for the cash deposit will be about half the annual premium. This necessitates a change of by-laws at the coming meeting.

The Grain Dealers Journal is growing better every year and we are unwilling to do without its semimonthly budget of up-to-date information.—R. C. Jordan, supt. Central Eltr. & Warehouse Co., New Orleans, La.

Annual Report Western Millers Mutual Fire Insurance Co.

The 30th annual statement of the Western Millers Mutual Fire Insurance Co. shows receipts of \$118,175.50 as premiums and assessments, and \$11,493.70 from interest, making with cash on hand, a total of \$356,819.20.

Disbursements during the year included \$61,570.32 in losses; \$16,831.72 in expenses; \$13,644.89 in premiums returned; \$10,746.21 interest returned. Cash on hand in banks and as securities was \$254,026.06.

The assets include \$96,500 of bonds, \$129,620 of first mortgage real estate loans, \$10,000 of deposit certificates, \$17,906.06 cash in banks, \$1,351 of premiums in course of collection and \$1,021,798 of deposit notes subject to assessment.

The company had no losses due or in process of adjustment at the close of business Dec. 31. Since organization this company has paid \$916,834.24 in losses; and now has \$5,991,200 of insurance in force.

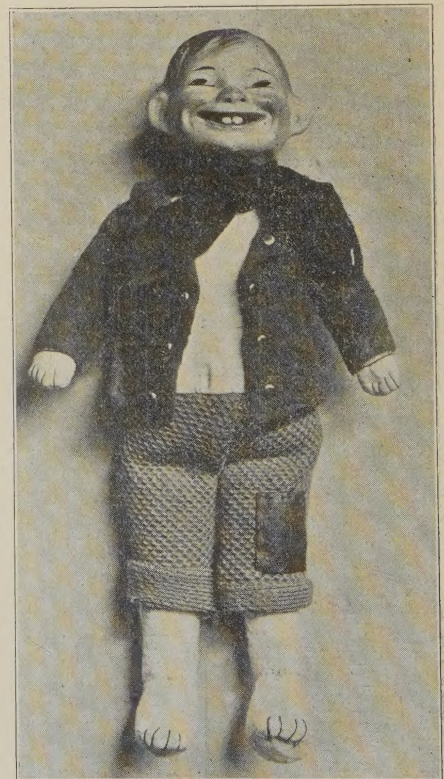
I. C. 19697 passed thru Macon, Ill., Jan. 3, leaking white corn at side.—J. W. Bradway.

Our Mr. John E. Collins is spending a few months at Boynton, Fla. He always reads the Grain Dealers' Journal with great interest.—Collins & Co., Cincinnati, O.

A Fourteen Million Dollar Kid.

On the night before Christmas, when everyone was looking with some suspicion upon the movements of friends, J. W. McCord of Columbus, O., was aroused from his slumbers to welcome a little fellow measuring just twelve inches in his stocking feet—hatless, shoeless and thinly clad, but guaranteed to be ten years old.

It developed later that the young man was a messenger of the office force of the Grain Dealers' National Mutual Fire Insurance Company of Indianapolis, and bore their good wishes to President McCord, with the assurance that the good health of the ten year old kid filled all with ambitious dreams of what is to be accomplished by the time the company is twenty-one.



Ten-year-old Fourteen Million Dollar Kid which the stork left at the residence of President McCord Christmas Eve.

Fire Insurance Companies

Organized 1902.

Tri-State Mutual

Grain Dealers Fire Insurance Co.

Luverne, Minn.

Incorporated. Licensed in South Dak.

Our Policyholders have reduced their

Insurance Cost 50%

Write for our plan.

E. H. MORELAND, Secretary

OFFICERS:

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B. P. ST. JOHN, Treas.

Millers' National Insurance Co.

175 W. Jackson Blvd., Chicago, Ill.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

Gross Cash Assets . . . \$1,703,365.33

Net Cash Surplus and . . . \$1,013,587.24

Permanent Fund . . . \$1,013,587.24

Losses Paid since Organization \$7,673,329.60

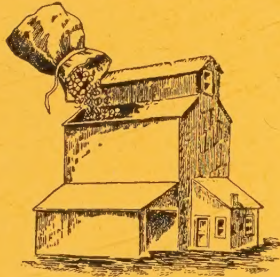
MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual
Fire Insurance Company
in America.

Cash Assets over \$300,000

J. T. SHARP, Secretary



When your money is represented by grain stored in an elevator you need it insured against loss by fire.

The amount will vary and if you receive full protection you must necessarily seek a company that offers you a convenient and economical method of adjusting the amount of insurance needed to cover the values in storage.

Our mutual certificates which are issued at a definite cost with full privilege of cancellation on a pro-rata basis, will solve the problem.

Write for our cost per \$1000
insurance per month.



C. A. McCotter, Secretary

J. J. Fitzgerald, N. W. Mgr.
Sioux Falls, So. Dak.

C. R. McCotter, S. W. Mgr.
Kansas City, Mo.

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and
Contents.

Bond Your Men

Protect yourself from loss of grain and money thru dishonesty. YOUR MEN, no doubt, ARE HONEST. If so, a bond will not hurt them. If not, a bond will protect you.

BALSLEY BROS., Gen'l Agts.

511½ E. Monroe St. SPRINGFIELD, ILL.

Southern Surety Co. Assets \$3,000,000.00

INSURE WITH THE

Michigan Millers Mutual Fire Insurance Co.

of LANSING, MICH.

And get, without extra cost, the benefit of their Scientific Inspections of your plant, embracing

**Common Hazards, Mechanical Hazards,
Electrical Hazards.**

Members of Mutual Fire Prevention Bureau.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

Insurance in force - \$15,104,436.83

Cash Surplus - - 353,034.68

GEORGE POSTEL President

G. A. MCKINNEY, Secretary

Address all Correspondence to the Company
at Alton, Ill.



Salt Water Barrels and Pails for

FIRE PROTECTION

have saved millions of dollars

But they freeze, smell bad, leak, burst, evaporate and need filling often, and pails are carried away. Why not get rid of all this trouble.

Our PROTECTION TANKS

don't freeze, don't smell bad, don't leak, rarely need filling, pails always in place ins. Last for years and cost but little more than barrels. Ask your insurance company. They prefer them. Made of 22 gage galvanized iron, complete with pails and non-freezing compound.

TWO SIZES. LET US QUOTE YOU PRICES.

CENTRAL FIRE APPLIANCE CO., PEORIA, ILL.

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



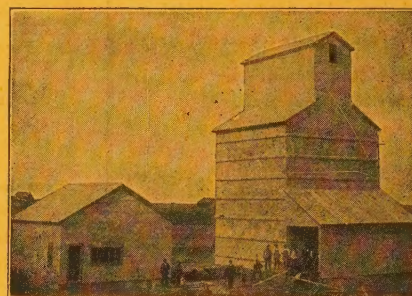
SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

**Have You
Seed For Sale?**

**Do You Wish
To Buy Seed?**

**See our "Seeds For Sale—
Wanted" Department
This Number.**

For Sale



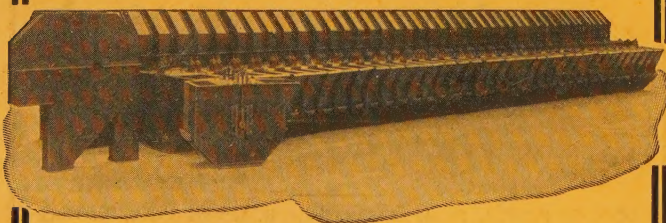
For particulars see the
"ELEVATORS FOR SALE"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale.

If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily.

WELLER-MADE

**Elevator
Heads and Boots**



We furnish complete elevating and conveying systems for handling flour, grain and other materials. Furthermore, we supply any part of them separately, such as Elevator Heads and Boots, Elevator Buckets, Elevator Casings, etc. Catalog No. 20 describes them; write for a copy.

Weller Mfg. Co.
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The One Machine--

which by gathering your
losses, save you money.

The Day Dust Collector.



Superior to all.
Storm and
spark proof.
More and bet-
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"Day-ly"
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Dirt and Dust
from your grain is an unavoidable
loss, but dirt and dust about your
elevator is a voidable loss. The loss
of life, money and business can be
avoided through the installation of a
Day Dust Collector.

Write to Day today.

THE DAY COMPANY
1122 Yale Place, Minneapolis, Minn.